

S
388.31
T6MHFR
1992
1

1992 Montana Highway Functional Reclassification

Robert Peccia & Associates, Helena, Montana

STATE PUBLICATIONS COLLECTION

NOV 02 2007

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

U.S. DOCUMENTS COLLECTION
GOVT. DEPOSITORY LIBRARY

NOV 02 2007

342
MONTANA STATE LIBRARY
PLEASE RETURN



Montana State Library



3 0864 1004 1375 9

ROBERT
PECCIA
& ASSOCIATES

Civil, Transportation
& Environmental
Engineers

December 22, 1992

Dan Martin, Supervisor
Data Collection & Analysis Section
Strategic Planning Bureau
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620-9726

Subject: 1992 Montana Highway Functional Reclassification
RFP #302981

It is our pleasure to submit this final report on the 1992 Montana Highway Functional Reclassification Study in fulfillment of our contract agreement.

This report contains the results of the functional reclassification of highways in the state of Montana. It is intended to provide a functionally classified system that will serve as a basis for future federal funding of highways in the state under the Intermodal Surface Transportation Efficiency Act of 1991.

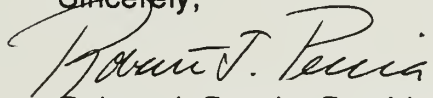
In addition to the contents of the final report, the following materials have been provided to the Department or are transmitted herewith:

- FHWA submittal state maps (2)
- Approved urban area functionally classified system maps (14)
- Approved county functionally classified system maps (54)
- Unsigned county functionally classified system maps (2)
- Large mounted state map showing rural classified future federal-aid system (1)
- Large mounted state map showing rural classified system above local (1)
- Mounted urban area maps showing urban classified future federal-aid system (14)
- Mounted county maps showing rural classified system for counties containing urban areas (13)
- Listing of urban area classified streets (above local) with calculation of mileage and VMT (14)
- Listing of non federal-aid rural major collectors by county with calculation of mileage and VMT
- Listing of rural minor collectors by county with calculation of mileage and VMT
- All correspondence from urban, county, state and federal agencies related to the reclassification study
- Paper, working copies of county maps with rural classified system and county road numbers (43)

Dan Martin
December 22, 1992
Page 2

We would like to thank the Strategic Planning Bureau, Urban Planning Section and Statistics Section at the Department of Transportation as well as the Montana Highway Commission and the Federal Highway Administration for their assistance and review during the course of this study. The effort put forth by the many local agencies involved in the review of functional classification within their jurisdictions is also appreciated. We are grateful for the opportunity to conduct this reclassification study and have enjoyed working with the Department on the project.

Sincerely,

A handwritten signature in cursive script, reading "Robert J. Peccia".

Robert J. Peccia, President

1992 Montana Highway Functional Reclassification

FINAL REPORT DOCUMENT

Prepared for:

**Montana Department of Transportation
Strategic Planning Bureau**

Prepared by:

**Robert Peccia & Associates
Helena, Montana**

December, 1992

Table of Contents

Page No.

I. INTRODUCTION

A. Purpose	1
B. Scope and Project Approach	1
C. Study Organization	2
D. History of Functional Classification	2
E. Intermodal Surface Transportation Efficiency Act of 1991	2

II. HIGHWAY FUNCTIONAL RECLASSIFICATION

A. Introduction to Functional Classification	5
1. General	5
2. Review of Previous Studies	5
a. 1968 Highway Functional Classification	
b. 1970-1990 Highway Functional Classification and Needs Study	
c. Montana Highway Functional Classification and Needs Study - 1974 Update	
3. Rural Functional Classification	7
4. Urban Functional Classification	9
5. Participation of Local and Federal Agencies	9
B. Ranking of Travel Generators	11
1. Urban Areas	11
2. Major Recreation Areas	12
C. Procedures in the 1992 Functional Reclassification	12
1. General Functional Classification Procedures	12
2. Rural Systems	16
a. Rural arterials	
b. Rural collectors	
3. Urban Systems	20
a. Small urban areas	
b. Urbanized areas	
D. Results of the 1992 Montana Highway Functional Reclassification	23
1. Distribution of Mileages	23
2. Data Summaries & Maps	27

III. APPENDIX A - Mileage & VMT Breakdown

IV. APPENDIX B - FHWA Data Submittal Requirements

FIGURES

1. Characteristics of Rural Functional Classes	8
2. Characteristics of Urban Functional Classes	10
3. Ranking and Grouping of Travel Generators	15
4. Statewide Rural Arterial System & Travel Generators	19
5. Statewide Rural Classified System	B-2
6. Statewide Rural Arterial System with Nodes	B-3

TABLES

1. Federal Aid Highway System: Future (under ISTEA) vs. Current	4
2. 1990 Urban Populations	13
3. 1991 Recreation Area Visitation Figures & Equivalent Population as Travel Generators	14
4. New Principal Arterials	17
5. New Minor Arterials	18
6. New Major Collectors	21
7. Summary of Mileages & Percentages, Rural Roads	24
8. Summary of Mileages & Percentages, Urban Streets	25
9. Summary of Percentages: 1992 Reclassification vs. FHWA Guidelines	26
10. Rural Principal Arterial: Mileage & VMT by Federal-Aid Route	A-1
11. Rural Minor Arterial: Mileage & VMT by Federal-Aid Route	A-2
12. Rural Major Collector: Mileage & VMT of Federal-Aid Secondaries	A-4
13. Urban Area Mileage by Functional Classification	A-10
14. Development of Average AADT Figures	A-11
15. Urban Area VMT by Functional Classification	A-12
16. Functional Classification Results: Mileage & VMT Summary	B-1
17. List of Node Numbers	B-4



I. INTRODUCTION

A. PURPOSE

Functional Classification of highways was last addressed on a statewide basis in Montana in 1974. Since then, classified system changes have been made on a case by case basis. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 mandates that each state once again examine the system-wide classification of their streets and highways in anticipation of a realignment of the federal-aid system. The purpose of this study is to comply with the requirements of ISTEA, and systematically develop a functional reclassification of highways in Montana.

B. SCOPE AND PROJECT APPROACH

The scope of this project was to conduct a statewide functional reclassification study according to the procedures and guidelines described in Highway Functional Classification Concepts, Criteria and Procedures, U.S. Department of Transportation Federal Highway Administration, revised March 1989 and subsequent additional guidelines issued by FHWA.

The initial step was to identify and rank major rural travel generators and review how the existing arterial system served these travel generators. Adjustments were made as appropriate and the arterial system submitted to the MDT Strategic Planning staff. The MDT staff presented the arterial system to the Montana Highway Commission and the Commission's directives were incorporated into the arterial designations.

Urbanized area classifications for Billings, Great Falls and Missoula were adjusted to reflect current transportation plans, reviewed with the Montana Department of Transportation (MDT) Urban Planning staff, and with local transportation planning staff. The classified systems were presented to Technical Advisory Committees and Policy Coordinating Committees for review and approval. Maps with signed approvals were obtained for all three urbanized areas.

Small urban area classifications were adjusted to reflect current transportation plans and reviewed with the MDT Urban Planning staff. The proposed classified systems were presented to local transportation planning staff for their comments, and adjustments made as needed. The proposed classified systems were then presented to the local transportation planning agencies and/or local governments for approval. Signed approvals were obtained for all 11 small urban areas.

Rural systems were reviewed on a county-by-county basis with MDT Statistics staff. Counties with urban areas within their boundaries were reviewed in person with local road supervisors or commissioners. Other counties were sent copies of the proposed classified system in their area, and were offered the opportunity for a meeting upon request, or they could telephone the consultant with their comments. Most counties opted to resolve any problems by telephone. All but two counties signed the system maps.



Federal agencies (Forest Service, Bureau of Indian Affairs and Bureau of Land Management) also reviewed the classified systems and offered comments and suggestions.

When the highway reclassification process was completed, rural and urban mileage and travel estimates were calculated and the percentages compared to FHWA guidelines.

C. STUDY ORGANIZATION

Functional reclassification of roads and streets is mandated nationwide by Congressional highway legislation (The Intermodal Surface Transportation Efficiency Act of 1991). This effort is overseen by the U.S. Department of Transportation - Federal Highway Administration (FHWA). The Montana Department of Transportation (MDT) elected to hire a consultant to conduct the reclassification study for Montana. The MDT provided existing information and review of the proposed functionally classified systems. Local planning agencies, and city and county officials participated in the reclassification of highways under their jurisdictions. The Montana Highway Commission approved a statewide functionally classified system prior to submittal to the FHWA.

D. HISTORY OF FUNCTIONAL CLASSIFICATION

The State of Montana has undergone three systematic functional classifications of highways since this concept was introduced in the 1968 Federal-Aid Highway Act. The Federal Highway Administration issued manuals that directed each state on procedures for classifying the highway system, and guidelines for the extent of each class of highway.

In 1968, a functional classification of highways, as they existed at that time, was done by the Montana Department of Highways. In 1970, highways as they were projected twenty years in the future were classified, and the total needs for highways in that twenty-year period were estimated. Both of these studies (1968 Montana Highway Functional Classification Study and 1970-1990 Montana Highway Functional Classification and Needs Study) were mandated by Congress. In 1974, Montana elected to update the 1970-1990 study in preparation for the federal-aid system realignment that took place in 1976.

The 1992 functional reclassification is the fourth time Montana has done a statewide functional classification of highways. Because of this history, the process was more of a refinement of existing classified systems than the development of an original classified system. Emphasis was placed on the participation of other agencies, particularly at the local level, during the performance of this study.

E. INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) provides authorization for federal funding of highways through 1997. The ISTEA is the impetus for the 1992 Functional Reclassification of Highways in Montana. ISTEA restructures the Federal-aid highway system to consist of a National Highway System and a Surface Transportation Program instead of the categories of Interstate, Primary, Secondary and Urban.

The National Highway System (NHS) shall consist of existing Interstate routes, and a portion of the current Federal-aid Primary System. Its establishment will target for federal funding those roads which best satisfy the goals of interstate travel, national defense and international commerce. A road must be on the Interstate system or be functionally classified as a principal arterial to be eligible for inclusion in the NHS.

The Surface Transportation Program (STP) will provide block grant type funding for a much broader category of roads. All roads not functionally classified as local or rural minor collector will be eligible for funding under the STP.

Table 1 shows the correlation between existing federal-aid highways and the proposed federal-aid system under ISTEA. A general relationship between functional classification and the federal-aid systems is also shown.

TABLE 1

**FEDERAL AID HIGHWAY SYSTEM
FUTURE (under ISTEA) vs CURRENT**

Future Federal Aid Designation (ISTEA)	Functional Classification	Current Federal Aid Designation (approx. counterparts)
National Highway System (NHS)	Interstate many Rural & Urban Principal Arterials	some Federal Aid Primary
Surface Transportation Program (STP)	remaining Rural Principal Arterials Rural Minor Arterials Rural Major Collectors	remaining Federal Aid Primary Federal Aid Secondary
	remaining Urban Principal Arterials Urban Minor Arterials Urban Collectors	Federal Aid Urban
(no federal funding)	Rural Minor Collectors Local Roads and Streets	Local

II. HIGHWAY FUNCTIONAL RECLASSIFICATION

A. INTRODUCTION TO FUNCTIONAL CLASSIFICATION

1. General

The concept of functional classification is that streets and highways are grouped into classes according to the character of service they are intended to provide. A key phrase in this definition is the "character of service" which is intended. Character of service is not defined as traffic volume or type of travel alone. In rural areas, long trip lengths indicative of statewide or interstate travel and connecting major urban areas are characteristic of major highways and are classified as arterials. Shorter trip lengths indicative of land access functions are characteristic of lesser roads and are classified as collectors or local roads. More detailed descriptions and classes of highways are contained in manuals provided by the Federal Highway Administration.

2. Review of Previous Studies

a. 1968 Highway Functional Classification

The initial functional classification was done in 1968 and was a classification of existing systems into logical functional usage. All existing public roads and streets within a state were to be classified on the basis of the most logical usage of facilities that served travel at that time. It is of particular note that the classification was to be done "without regard to federal-aid or jurisdictional classification." This was a difficult concept to grasp at the time, and was particularly difficult to explain to local officials. It was (and is) a natural tendency to weigh the federal-aid designation of a highway heavily even though the use and characteristics of the road may have changed over time.

Another concept introduced in the 1968 Functional Classification Study was the "urban-in-fact" boundary. Up to that time urban designations consisted of either municipal jurisdiction limits or federal-aid urban boundaries. The 1968 study included a refinement that called for an urban boundary to be established based on density of development that was a true reflection of urban conditions. This boundary is where the distinction between rural highway functional classification and urban highway functional classification occurs.

Without specifying the procedures involved, the process for functional classification typically calls for classifying the highest category of highway first and then classifying highways down through the hierarchy of classifications until local roads and streets remain.

At the conclusion of the 1968 Highway Functional Classification Study, all highways in the state were classified according to their existing status in 1968.

b. 1970-1990 Highway Functional Classification and Needs Study

In 1970 the Federal Highway Administration embarked on a sophisticated study to functionally classify highways for the future (1990) as well as the present, and to estimate highway needs by functional system for the twenty-year period from 1970-1990. This significantly complicated the functional classification process in that not only were existing facilities to be classified, but projections for population growth, future urban boundaries, and future travel demands were needed to predict and classify facilities for twenty years in the future. It was particularly difficult for those areas that did not have comprehensive development plans or transportation plans.

The initial stages of that project included population projections for every county and city over 2500, and visitation estimates for major recreation areas. For each urban area over 5000 population in 1990, land use categories were identified and mapped, and urban-in-fact boundaries (density of 1000 inhabitants per square mile or devoted to some type of urban use) were established. Most of this work was done from aerial photographs. Following the projections for population and land use, and the determination of urban-in-fact boundaries, all of the state and rural highways were classified according to FHWA procedures.

This study also involved a major effort to solicit review and comments from local officials. Trips were made throughout the state to meet with city and county officials and explain the principles of functional classification. Adjustments were made as deemed appropriate.

In addition to functionally classifying the highways, needs were estimated to 1990. This was done by establishing minimum tolerable conditions, comparing existing facilities to these requirements, determining deficiencies, and estimating costs to bring the deficient highways up to an acceptable standard. Maintenance and repair costs for all classified highways were also estimated.

This was a very interesting study using innovative approaches to classify highways and estimate needs, and is now a widely accepted process for establishing improvements programs.

c. Montana Highway Functional Classification & Needs Study - 1974 Update

In 1974, recognizing the significance of functional classification in realigning the federal-aid highway system, Montana conducted an update of the 1970-1990 study. The State of Montana was also concerned about the national standards that had been developed for the 1970-1990 study.

During the 1970-1990 study it had been suggested but not committed that functional classification was to be used to realign the federal-aid highway system. Following the 1970-1990 study a report entitled "1972 National Highway Needs Report" summarizing the study was submitted to Congress. This report resulted in the 1973 Federal-Aid Highway Act requiring a realignment of the federal-aid system using the



functionally classified system as a base, and was the impetus for the 1974 Update in Montana.

This directive substantially increased interest in the process at the local level, and another series of meetings were held throughout the state. These meetings were heavily attended, and local officials thoroughly reviewed the system within their jurisdictions.

3. Rural Functional Classification

Rural highways and roads are divided into the functional classifications of principal arterial, minor arterial, major collector, minor collector and local road. Each of these classifications is discussed below. In addition, Figure 1 summarizes characteristics of, and FHWA guidelines for, rural functional classes.

Rural Principal Arterial

The highest level of rural highway functional classification is characterized by the longest trip lengths and heaviest travel densities. The rural principal arterial system will consist of an interconnected network of highways with no "stubs," and provide service to most large urban areas. The interstate system is automatically a component of the principal arterial system. FHWA percentage guidelines for rural principal arterials are two to four percent of total rural road miles.

Rural Minor Arterial

The next level of rural highway functional classification interconnects with the principal arterial system to form an integrated network of arterial highways, preferably without "stubs" as well. They should be spaced so that all developed areas of the state are within reasonable distance from an arterial highway. Rural minor arterials are meant to provide for travel of primarily intrastate importance and link urban areas and larger towns not already connected by rural principal arterials.

Rural Major and Minor Collector

Rural collectors provide service to travel of primarily intra-county importance, exhibiting lower travel distances and speeds than roads included on the arterial systems. Rural major collectors serve the more important travel generators in counties such as county seats, consolidated schools, mining or logging areas, etc., and the more heavily traveled corridors. Rural minor collectors are primarily for land use and are spaced at intervals consistent with population density to provide service to remaining smaller county travel generators.

Rural Local Road

These are the remaining roads not classified under a higher system. The purpose of rural local roads is to provide land access and serve short distance travel.



FIGURE 1

CHARACTERISTICS OF RURAL FUNCTIONAL CLASSES

Rural Arterials -

- Rural Principal Arterial
1. Serve corridor movements having trip lengths and travel densities indicative of substantial statewide or interstate travel.
 2. Serve virtually all urban areas of 50,000 and over and large majority of those with population over 25,000. Generally, rural arterials penetrate the urban boundary or are within 20 minutes travel time from the center.
 3. Provide an integrated network without stub connections.

- Rural Minor Arterial
1. Link cities and larger towns (or major resorts) and form an integrated network providing interstate and intercounty service.
 2. Spaced at intervals so that all developed areas are within a reasonable distance of an arterial.
 3. Provide service to corridors with trip lengths and travel density greater than those served by rural collector or local systems. They should have high overall travel speed with minimum interference to through movements.

Rural Collectors -

1. Serve travel primarily of intracounty importance.
2. More moderate speeds may be typical.

- Rural Major Collector
1. Provide service to any county seat, larger towns, and other traffic generator not served by higher systems. Example generators include consolidated schools, county parks, mining, agricultural areas, etc.
 2. Link these places with nearby larger towns or with roads of higher class.
 3. Serve most important intracounty corridors.

Rural Local

1. Serve primarily access to adjacent land.
2. Provide service over relatively short distances.

GUIDELINES FOR EXTENT OF RURAL FUNCTIONAL SYSTEM

Rural System	Mileage Range (Percentage)
Principal Arterial	2 - 4
Principal + Minor Arterial	6 - 12
Major + Minor Collector	20 - 25
Local Roads	65 - 75

4. Urban Functional Classification

Urban streets are divided into the functional classifications of principal arterial, minor arterial, collector and local street. Each of these classifications is discussed below. In addition, Figure 2 summarizes characteristics of, and FHWA guidelines for, urban functional classes.

Urban Principal Arterial

The highest classification of highway in an urban area will serve the major activity centers, corridors with highest traffic volumes and longest trip lengths. Urban principal arterials are meant to carry a large proportion of travel on a minimum of mileage and form an integrated network. Connecting links of rural principal and minor arterial highways are automatically classified as urban principal arterials. As in rural areas, interstate highways are automatically included in the urban principal arterial system where they fall within urban boundaries.

Urban Minor Arterial

The second level of urban functional classification interconnects with and augments urban principal arterials. Urban minor arterials provide service for trips of moderate length, serve moderately important urban travel generators, and allow for a lower level of mobility than urban principal arterials. Urban connections to all rural major collectors and most rural minor collectors are classified as urban minor arterials.

Urban Collector

The purpose of urban collectors is to provide land access in an urban area and to channel traffic from local streets to the arterial system. Minor traffic movements within residential, commercial or industrial areas are a function of the urban collector system.

Urban Local Street

Local streets comprise all remaining urban streets not already included in one of the higher systems. Urban local streets provide more direct land access and access to higher classifications of streets or highways.

5. Participation of Local & Federal Agencies

A concerted effort was made during this reclassification to involve all appropriate local and federal agencies. Notices were sent to the Montana League of Cities and Towns as well as the Montana Association of Counties in July for inclusion in their monthly bulletins. Letters were also sent to planning directors of the three urbanized and eleven small urban areas with populations of 5,000 or greater at this time. Beginning September 22, letters and maps of proposed functionally classified systems were sent to each county commission in the state.

FIGURE 2**CHARACTERISTICS OF URBAN FUNCTIONAL CLASSES**

- | | |
|--------------------------|---|
| Urban Principal Arterial | <ol style="list-style-type: none"> 1. Serve major centers of activity, highest traffic volume corridors, and longest trip lengths. 2. Carry high proportion of total urban travel on minimum of mileage. 3. Integrated internally and between major rural connections. 4. Carry major portion of trips entering and leaving urban areas as well as through movement. 5. Serve significant intra-area travel. 6. Provide continuity for rural arterials which intercept urban boundaries. 7. Service to adjoining land is subordinate to major travel movement. |
| Urban Minor Arterial | <ol style="list-style-type: none"> 1. Interconnect with and augment principal arterial system. 2. Provide service to trips of moderate length. 3. Distribute travel to smaller geographic areas. 4. Place more emphasis on land access. 5. Provide urban connections to rural collectors. 6. Should not penetrate neighborhoods. |
| Urban Collector | <ol style="list-style-type: none"> 1. Provide both land access and traffic circulation within residential neighborhoods, commercial or industrial areas. 2. May penetrate residential neighborhoods. 3. Distribute trips from arterials to locals and collect trips from locals and channel them to arterials. |
| Urban Local | <ol style="list-style-type: none"> 1. Provide direct access to adjoining land. 2. Provide access to higher systems. 3. Lowest level of mobility; discourages through traffic movement. |

GUIDELINES FOR EXTENT OF URBAN FUNCTIONAL SYSTEM

Urban System	Range (percentage)	
	VMT	Miles
Principal Arterial	40 - 65	5 - 10
Principal + Minor Arterial	65 - 80	15 - 25
Collector	5 - 10	5 - 10
Local	10 - 30	65 - 80

TYPICAL SPACING OF URBAN ARTERIALS

urbanized (>50,000) and small urban (5,000 - 49,999) areas	Central Business District	1/8 - 1/2 mile
	Urban	1/2 - 1 mile
	Suburban	1 - 2 miles
urbanized areas only	Lowest Density Development	2 - 3 miles

Staff level meetings were held at each urbanized and small urban area, as well as all counties which contained an urban area (with the exception of Richland County). A representative of the Urban Planning section of the Montana Department of Transportation attended each of the urban area meetings to answer questions. These meetings were used to present the background, concepts and criteria for functional classification, and review the proposed functionally classified system for each area with local staff. Every attempt was made to comply with local requests for changes within the limitations of FHWA established criteria. Presentations were also made to Technical Advisory Committees or Policy Coordinating Committees in each of the urbanized areas prior to local approval of the proposed system.

An offer was made to the remaining counties that special meetings would be held to review their functional classification upon request. Otherwise, requests for change were to be made by phone or in writing to the consultant. Again, every effort was made to reflect county plans where justifiable under functional classification criteria. Responses were received from every county in the state during this phase of the reclassification.

Notifications were also sent, along with proposed functionally classified maps to the state offices of the Forest Service, Bureau of Land Management, Bureau of Indian Affairs and Flathead Reservation (which does not fall under the jurisdiction of the BIA office in Billings). Meetings were held with staff at each of the federal agencies to receive their comments, and an effort was made to incorporate these comments and coordinate them with county requests where justified.

Approval of a proposed functionally classified system was requested from each urbanized area Policy Coordinating Committee and small urban Technical Advisory Committee or City Mayor and County Commission for urban maps; and County Commission for rural county maps. Signed, approved maps have been received from all urban areas and all but two counties in the state. However, in not all cases do the locally approved maps reflect the final proposed functionally classified system.

B. RANKING OF TRAVEL GENERATORS

1. Urban Areas

Since it is widely conceded that population size directly affects travel, population centers are the most obvious travel generators.

Urban areas are defined as those areas with a 1990 census population of 5,000 or greater within the 1990 census urban boundary. These urban areas were then redefined by 1992 adjusted census urban boundaries. These boundaries were developed by the Montana Department of Transportation Urban Planning section in coordination with the affected cities, and approved by the Highway Commission in October of 1992. For the purposes of the 1992 functional reclassification, an urban area included that area falling within the new 1992 adjusted census urban boundaries.

The urban areas, as well as other cities and towns in Montana with populations greater than 2,000 were ranked in order of population to determine their importance as travel generators within the state. Montana has three urbanized areas (50,000 and above), 11 small urban areas (5,000 - 49,999) and 18 additional cities with population greater than 2,000. A list of these urban areas and cities with corresponding 1990 census population figures is shown in Table 2.

2. Major Recreation Areas

In addition to urban areas, recreation centers can also generate a substantial amount of traffic. Estimates of visitation for 1991 were obtained for the major recreation centers within the state. These visitation figures were converted into equivalent population centers using the equation:

$$\text{Equivalent Population} = 160 \left(\frac{\text{visitations}}{100,000} \right)^{1.7}$$

Montana has one recreation area, Yellowstone National Park, with an equivalent population of greater than 50,000, placing it in the same group as an urbanized area. A second recreation area, Glacier National Park, has an equivalent population over 5,000, making it equivalent to a small urban area. Two additional recreation areas have equivalent populations greater than 2,000. Table 3 shows 1991 recreation area visitation figures and equivalent population as travel generators.

A graph of the ranking and grouping of travel generators with populations or equivalent populations of 2,000 or greater is shown in Figure 3.

C. PROCEDURES IN THE 1992 FUNCTIONAL RECLASSIFICATION

1. General Functional Classification Procedures

The existing functional classification of every road in the state is on file at the Montana Department of Transportation, and was used as the basis for the 1992 functional reclassification. Functional systems are best developed by starting with the highest functional class and working progressively downward until a complete functionally classified system has been designated.

An important distinction between previous studies and the 1992 reclassification is in the classification of non-existent routes. The directive for the 1992 reclassification is "future routes should be functionally classified with the existing system if they are included in an approved short range improvement program and there is a good probability that the route will be under construction in the reasonably near future (up to six years)." Based on this statement, a number of currently classified but non-existent routes were dropped from the system. On the other hand, several non-existent routes qualified for classification under this description and are included in the reclassified system.

TABLE 2
1990 URBAN POPULATIONS

	URBAN AREA/CITY	1990 POPULATION*
1.	Billings	88,729**
2.	Great Falls	66,045**
3.	Missoula	57,906**
4.	Butte	32,134**
5.	Helena	31,580**
6.	Bozeman	25,645**
7.	Kalispell	20,270**
8.	Havre	11,127**
9.	Miles City	9,615**
10.	Livingston	8,215**
11.	Laurel	7,162**
12.	Lewistown	7,059**
13.	Anaconda	6,830**
14.	Sidney	5,874**
15.	Glendive	4,802
16.	Whitefish	4,368
17.	Dillon	3,991
18.	Glasgow	3,572
19.	Belgrade	3,411
20.	Deer Lodge	3,378
21.	Cut Bank	3,329
22.	Polson	3,283
23.	Columbia Falls	2,942
24.	Hardin	2,940
25.	Conrad	2,940
26.	Wolf Point	2,940
27.	Shelby	2,763
28.	Hamilton	2,737
29.	Libby	2,532
30.	Malta	2,340
31.	Forsyth	2,178
32.	Plentywood	2,136

* Population figures are from the April 1, 1990 census.

** Populations > 5,000 include urban extended boundaries.

TABLE 3

**1991 RECREATION AREA VISITATION FIGURES
AND
EQUIVALENT POPULATION AS TRAVEL GENERATORS**

RECREATION AREA	1991 VISITATIONS	1991 EQUIVALENT POPULATION ⁽¹⁾
Yellowstone National Park	2,957,856	50,674
Glacier National Park	2,096,966	28,237
Big Horn Canyon	511,923	2,569
Fort Peck Dam	485,952	2,351
Big Mountain	352,927	1,365
Big Sky	295,600	1,010
Custer	295,252	1,008
Canyon Ferry Lake	200,000	520
Libby Dam	188,766	471
Flathead Lake	165,263	376
Bridger	142,000*	230
Bison Range	123,810**	230
Museum of the Rockies	102,916**	168
Lewis and Clark Caverns	62,339	***
Big Hole Battlefield	47,885**	***
Makoshika	43,678	***

(1) Formula used: Equivalent Population = $160 \sqrt[1.7]{\frac{\text{visitations}}{100,000}}$

* Sept. '91 - April '92 ski season only.

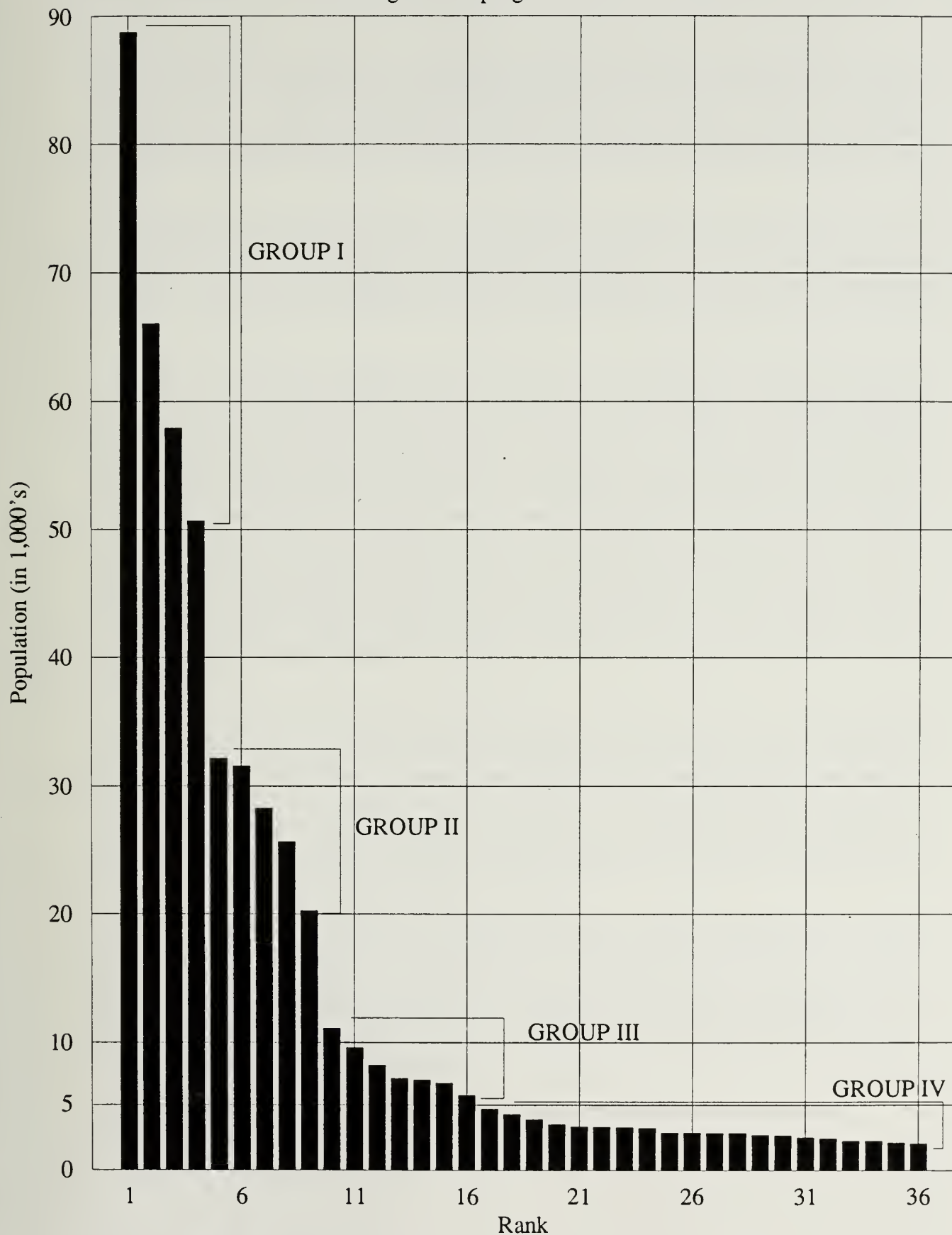
** May - Sept. '91 only (figures from MT Dept. of Commerce).

*** Less than 100.

FIGURE 3

MONTANA

Ranking & Grouping of Travel Generators





2. Rural Systems

a. Rural Arterials

Rural principal arterials are the highest level of rural functional classification and were developed first. After mapping travel generators on the state map, the current principal arterial system (including interstate) was reviewed to ensure it provided service to the largest population centers as well as an adequate system for interstate travel.

The proposed rural arterial system was reviewed by MDT staff and Highway Commission approval was requested. A number of routes which were previously classified as minor arterials, and in one instance, major collector, were added to Montana's principal arterial system at this time. These new principal arterials are listed in Table 4.

The 1992 rural principal arterial system approved by the Montana Highway Commission constitutes six percent of the state's total rural road mileage. This is two percent above the upper guideline of four percent specified by the Federal Highway Administration. However, it is felt that the State of Montana is a valid exception from the percentage guidelines due to the fact that it contains a great deal of large undeveloped area having little or no road mileage. Nearly 30 percent of the state is federally owned, of which the vast majority is national park land, wilderness area, national forest, and Indian reservation land. These large areas of low road mileage decrease the total rural mileage, consequently increasing the percent of rural principal arterial mileage. The rural principal arterial system designated for Montana is considered to be a minimum highway network required for travel of the type specified for this classification.

Rural minor arterials are the next level of functional classification. The current system was mapped with the proposed principal arterials and reviewed to ensure that small urban areas and larger cities not already connected by principal arterials were served. MDT and Highway Commission review and approval were again sought, resulting in a complete statewide arterial system. A number of routes which were previously principal arterials or major collectors were designated as minor arterials in this reclassification. A list of these is shown in Table 5.

Adjacent states were contacted to check continuity of route classification at state borders. Arterial classification in Montana is fully consistent with that in Idaho, Wyoming and South Dakota. However, we were unable to resolve three conflicts on the border shared with North Dakota. U.S. Highway 12 (FAP 2), MT Highway 200 (FAP 20) and MT Highway 5 (FAP 30) are classified as minor arterials in Montana and principal arterials in North Dakota.

Figure 4 displays travel generators and rural arterials as a statewide system.

TABLE 4

NEW PRINCIPAL ARTERIALS

FAP/FAS Route #	From	Jn.	To	Jn.	Rural Mileage
Formerly minor arterials or major collectors:					
FAP 5	Kalispell	P1	CA border	--	72.388
FAP 11	Livingston	I90	Yellowstone N.P.	--	51.691
FAP 14	W of Roundup	P16	Roundup	P61	1.920
FAP 16	Billings	I90	W of Roundup	P14	43.013
FAP 23	Miles City	I94	WY state line	--	136.842
FAP 37	S of Hardin	I90	N of Broadus	P23	103.594
FAP 61	Roundup	P14	Malta	P1	157.136
FAP 85	W of Bozeman	P50	Belgrade	I90	6.709
FAS 242	Malta	P1	CA border	--	<u>53.999</u>
Total mileage upgraded to principal arterial					627.292

revised 12/01/93

TABLE 5

NEW MINOR ARTERIALS

<u>FAP/FAS</u> <u>Route #</u>	<u>From</u>	<u>Jn.</u>	<u>To</u>	<u>Jn.</u>	<u>Rural</u> <u>Mileage</u>
----------------------------------	-------------	------------	-----------	------------	--------------------------------

Formerly major collectors:

FAS 206	E of Kalispell	P52	Columbia Falls	P1	10.056
FAS 223	Chester	P1	Fort Benton	P10	52.881
FAS 248	Opheim	P31	Scobey	P32	46.056
FAS 278	Wisdom	P46	S of Dillon	I15	<u>61.110</u>

Total mileage upgraded from major collector to minor arterial					170.103
---	--	--	--	--	---------

Links to service future interstate interchanges:

FAS 429	Shiloh Interchange	I90	Billings Urban Limit		3.4
---	Airport Interchange	I90	Missoula Urban Limit		.6
---	N. 19th Interchange	I90	Bozeman Urban Limit		<u>.5</u>

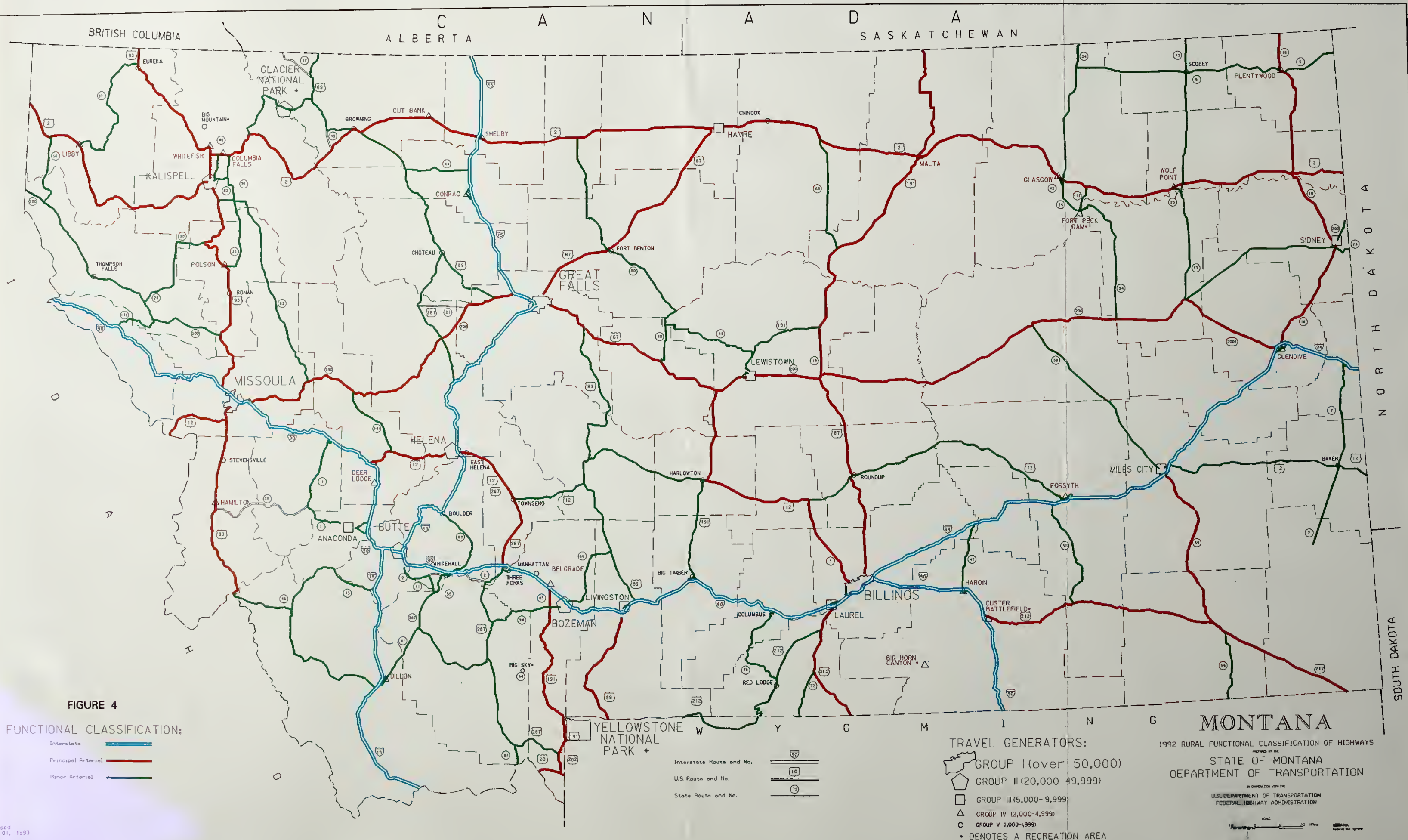
Total new routes minor arterial mileage					4.5 approximate
---	--	--	--	--	-----------------

Formerly principal arterials:

FAP 1	Kalispell	P5	Columbia Falls	P38	9.272
FAP 2	Miles City	P18	ND state line		90.488
FAP 50	Four Corners	P85	Bozeman	I90	<u>5.208</u>

Total mileage downgraded from principal to minor arterial					104.968
---	--	--	--	--	---------





b. Rural Collectors

The existing rural collector system was reviewed on a county by county basis by MDT staff and the consultant, and a proposed system developed. At this time, individual county maps were mailed to respective County Commissions across the state along with a letter reviewing the reclassification process and brief explanations of the various rural functional classes. Local input was sought in the designation of rural collectors, recognizing that local officials are most familiar with county roads. They were offered a special meeting upon request, or the option of responding by phone or in writing. If a county had comments on the designation of rural arterials, they were asked to submit these in writing. Some counties did so, and their comments were reviewed and kept on file with the MDT Strategic Planning section.

Several counties were able to approve their collector systems as proposed and returned signed maps without further comment. The majority of counties had minor changes in the collector category, and were able to handle adjustments during phone conversations with the consultant. Others noted their changes on the map provided and returned it as adjusted. Meetings were held with commissioners and road supervisors in all but one of the counties which contain urban areas, as well as a couple additional counties as requested. Approved maps were received from all 56 counties in the state, with the exception of Blaine and McCone.

During this review, and based on Highway Commission approval of a statewide arterial system, several roads which were previously classified as minor arterials were downgraded to a major collector classification. These routes are listed in Table 6.

3. Urban Systems

Urban functional systems were reclassified for urban areas (population 5,000 or greater), defined by the 1992 adjusted census urban boundaries. Under this definition, Montana has 14 urban areas. Three of these, Billings, Great Falls and Missoula, have populations of 50,000 or greater.

Urban functional classification begins with plotting rural functional classifications of roads entering urban boundaries onto maps showing the urban street network. Existing functional classification is reviewed, along with local transportation plans for those larger urban areas for which they existed. As in rural areas, the best approach is to begin with the highest level of urban functional classification (urban principal arterial) and work downward.

Connecting links of rural principal and minor arterials were classified as urban principal arterials. In the larger urban areas, additional principal arterials were designated where appropriate. Urban minor arterials were then designated from connecting links of rural major collectors, and as needed in the larger urban areas to provide an adequate urban arterial system. Finally, urban collectors were added to connect any rural minor collectors not already linked to urban minor arterials. Additional urban collectors were designated at reasonable spacing to provide land access for each urban area. The 1992

TABLE 6

NEW MAJOR COLLECTORS

FAP/FAS Route #	From	Jn.	To	Jn.	Rural Mileage
Formerly minor arterials:					
L203	Kiowa Junction	P1	W of Browning	P58	11.700
FAP 40	Terry	--	interchange	I94	.403
FAP 64	Gallatin Canyon	P50	Big Sky Resort	--	9.170
FAP 70	Superior	--	interchange	I90	2.796
FAP 77	Hot Springs	--	--	P36	1.991
FAP 79	Hysham	--	interchange	I94	<u>2.514</u>
Total mileage downgraded from minor arterial to major collector					28.574

urban collector system consists of 12 percent of the total urban street mileage in Montana. This is two percent above the upper guideline of ten percent specified by the Federal Highway Administration. At this point, review was made by the Urban Planning section at MDT, after which time a proposed functionally classified system for each urban area was complete.

A slight difference from previous studies was in the classification of routes crossing urban boundaries. The 1992 reclassification guidelines no longer require a rural classified road to automatically be upgraded at the urban boundary. Provision is made for carrying the rural classification to a more appropriate point before changing to a higher urban classification.

a. Small Urban Areas

In July, letters were mailed to planning directors in each of the 11 small urban areas in the state. The next step was to set up a staff level meeting in each of these areas. During this meeting, the ISTEAs were reviewed along with principals of functional classification. The proposed system in each area was then reviewed, and local input obtained and incorporated at that time. At this point, a fairly complete functionally classified system had been developed for each small urban area.

The next stage was to obtain approvals of this system from Technical Committees in the larger of the small urban areas. Technical Coordinating Committees in Helena, Butte and Bozeman, and the Technical Advisory Committee in Kalispell reviewed the functionally classified system, and adjustments were made as necessary. Once these approvals were obtained, signed copies of the system map were requested from appropriate city and county officials.

All small urban areas fully participated in this review, and approved functionally classified system maps were obtained from all 11.

b. Urbanized Areas

Also in July, letters were mailed to planning directors in the three urbanized areas. A staff level meeting was then held in each area where the ISTEAs and principles of functional classification were reviewed. The proposed system in each urbanized area was then reviewed, and local input obtained and incorporated at that time. The local Technical Advisory Committees were then asked to review the system, and adjustments were made as necessary. At this point, a complete functionally classified system had been designated for each urbanized area.

The final step was to obtain approval from each urbanized area's Policy Coordinating Committee. Signed copies of the system map were requested as an indication of this approval. Presentations were also made to either the TAC or PCC in each urbanized area, whichever they requested, during the approval process.

All three urbanized areas fully participated in this review, and approved functionally classified system maps were obtained from each.



D. RESULTS OF THE 1992 MONTANA HIGHWAY FUNCTIONAL RECLASSIFICATION

The result of the 1992 Montana Highway Functional Reclassification is a reclassification by function of rural and urban highways in Montana. The reclassified system reflects local preferences and priorities obtained from meetings, phone conversations and written responses to requests for review. The complete statewide functionally classified rural system (not including local roads) is shown in Figure 6 (Appendix B). The functionally classified rural system is also shown on county maps, and the urban system is shown on urban area maps. A set of each the rural and urban system maps is on file at the Montana Department of Transportation, Strategic Planning section.

1. Distribution of Mileages

Mileages were obtained from the 1991 Federal-Aid Road Log for all classified rural and urban system routes which were included in the existing federal aid system. These mileages were then revised to reflect the 1992 adjusted census urban boundaries and updated to reflect the most current mileage data available from the MDT. Mileages for those urban and rural collectors which are not a part of the existing federal aid system were obtained from the MDT local road inventory by county. Rural local road mileage was obtained by subtracting the total rural classified system mileage from the total statewide rural road mileage. Urban local street mileages were calculated in the same manner for each urban area separately. Non-existent route mileages were scaled from county or urban area maps using the most recent information available for projected road alignment.

Tables 7 and 8 summarize rural and urban road mileages and percentages for the 1992 reclassified system. A summary of these percentages compared with FHWA guidelines is given in Table 9. The federal-aid routes and mileages included in each the rural principal arterial and rural minor arterial systems are listed in Appendix A, Tables 10 and 11. Federal-aid secondaries which are classified as major collectors are listed with a breakdown of mileages by route in Appendix A, Table 12. A breakdown of mileages by urban area is shown in Appendix A, Table 13.

Vehicle miles of travel were obtained from the 1991 Federal-Aid Road Log for all classified rural and urban system routes included in the existing federal aid system. These figures were then revised to reflect the 1992 adjusted census urban boundaries. Annual daily traffic figures were used to calculate VMT for those urban and rural collectors which are not a part of the existing federal aid system. Data was available for the majority of classified streets in the three urbanized areas from the MDT Traffic Count Program. An average AADT for the remaining rural and urban roads was calculated from the 1991 Daily Travel Summary prepared by the Statistics Section at the MDT. The development of these figures is shown in Table 14, Appendix A.

A breakdown of VMT by urban area is shown in Appendix A, Table 15. VMT figures

TABLE 7**1992 MONTANA HIGHWAY FUNCTIONAL RECLASSIFICATION****RURAL ROADS**

Functional Classification	Miles	%
Interstate	1,136.392	1.67%
Other Principal Arterial	2,605.976	3.83%
Total Principal Arterial	3,742.368	5.50%
Minor Arterial	2,939.207	4.32%
TOTAL ARTERIAL	6,681.575	9.82%
Major Collector	7,074.082	10.40%
Minor Collector	9,041.280	13.29%
Total Collector	16,115.362	23.69%
TOTAL CLASSIFIED SYSTEM	22,796.937	33.51%
Local Road*	45,226.091	66.49%
TOTAL RURAL ROAD MILEAGE	68,023.028	100.0%

* Local road mileage is obtained by subtracting total classified system mileage from total rural road mileage

revised 12/01/93

TABLE 8**1992 MONTANA HIGHWAY FUNCTIONAL RECLASSIFICATION****URBAN STREETS**

Functional Classification	Miles	%
Interstate	54.838	2.32%
Other Principal Arterial	173.530	7.35%
Total Principal Arterial	228.368	9.67%
Minor Arterial	222.828	9.43%
TOTAL ARTERIAL	451.196	19.10%
Collector	287.859	12.17%
TOTAL CLASSIFIED SYSTEM	738.785	31.27%
Local Street*	1,623.643	68.73%
TOTAL URBAN STREET MILEAGE	2,362.428	100.00%

* Local street mileage is obtained by subtracting total classified system mileage from total urban street mileage

revised 12/01/93

TABLE 9

1992 MONTANA HIGHWAY FUNCTIONAL RECLASSIFICATION

COMPARISON with FHWA GUIDELINES

RURAL ROADS

Functional Classification	1992 Reclassification	FHWA Guidelines
PRINCIPAL ARTERIAL	5.5%	2 - 4%
PRINCIPAL + MINOR ARTERIAL	9.8%	6 - 12%
MAJOR + MINOR COLLECTOR	23.7%	20 - 25%
TOTAL CLASSIFIED SYSTEM	33.5%	25 - 35%
LOCAL ROADS	66.5%	65 - 75%

URBAN STREETS

Functional Classification	1992 Reclassification	FHWA Guidelines
PRINCIPAL ARTERIAL	9.7%	5 - 10%
PRINCIPAL + MINOR ARTERIAL	19.1%	15 - 25%
COLLECTOR	12.2%	5 - 10%
TOTAL CLASSIFIED SYSTEM	31.3%	20 - 35%
LOCAL STREETS	68.7%	65 - 80%

revised 12/01/93

for rural principal and minor arterials by route are given along with the mileages in Tables 10 and 11. The same is true for federal-aid secondary major collectors in Table 12.

2. Data Summaries & Maps

Certain data summaries and maps were requested by the Federal Highway Administration to fulfill data submittal requirements for the 1992 functional reclassification. The following list of data summaries and maps, which meet FHWA requirements, are shown in Appendix B. Note that maps shown in Appendix B are reduced versions of actual submissions.

Data Summaries:

Functional Classification Results: Mileage & VMT Summary (Table 16)
List of Node Numbers (Table 17)

Maps:

Statewide Rural Arterial System with Urban Boundaries and Nodes . . (Figure 5)
Statewide Rural Classified System (not including local) (Figure 6)

In addition, the following requirements will be submitted separately:

Route Log for all Rural and Urban Principal Arterials (dBase format)
Urbanized Area Principal Arterial System Maps with Node Numbers and Locations
(scale 1:100,000)

APPENDIX A

TABLE 10

PRINCIPAL ARTERIAL ROUTE MILEAGE - Rural, Statewide

rev. 12/01/93

F.A. Route # (all?) from			(junction)	to	(junction)	total mileage	urban mileage	rural prin. mileage	Avg. Daily VMT
FAP 1	N	ID state line		Kalispell	FAP 5	120.865	1.293	119.572	137,237
FAP 1	N	Columbia Falls	FAP 38	ND state line		531.962	3.672	528.290	885,614
FAP 3	N		FAI 15	Simms	FAP 24	7.935	0.000	7.935	28,565
FAP 4	N	WY state line		Laurel	FAI 90	54.171	0.712	53.459	135,361
FAP 5	Y	W of Missoula	FAI 90	CA border		186.422	4.954	181.468	787,674
FAP 7	Y	ID state line		Missoula	FAP 71	95.423	5.249	90.174	477,729
FAP 8	N	Garrison	FAP 88	Three Forks	FAI 90	108.890	9.085	99.805	281,323
FAP 10	Y	Great Falls	FAP 60	Havre	FAP 1	111.903	4.792	107.111	185,905
FAP 11	N	WY/Yellowstone		Livingston	FAI 90	52.929	1.238	51.691	99,916
FAP 12	Y	ID state line		West Yellowstone		9.295	0.000	9.295	22,114
FAP 14	N	Harlowton	FAP 63	Lavina	FAP 53	45.155	0.000	45.155	50,755
FAP 14	N	W of Roundup	FAP 16	Roundup	FAP 61	1.920	0.000	1.920	7,741
FAP 16	Y	Billings	FAI 90	Roundup	FAP 14	47.872	4.859	43.013	75,344
FAP 20	N	Glendive	FAI 94	Sidney	FAP 62	51.589	1.674	49.915	78,933
FAP 22	N	Plentywood	FAP 34	Culbertson	FAP 1	47.469	0.000	47.469	54,306
FAP 23	Y	Miles City	FAP 2	WY state line		139.473	2.631	136.842	98,606
FAP 24	Y	Bonner	FAI 90	Simms	FAP 3	140.276	0.000	140.276	218,795
FAP 34	Y	Plentywood	FAP 22	CA border		15.631	0.000	15.631	7,400
FAP 37	Y	Little Big Horn	FAI 90	Broadus	FAP 23	103.594	0.000	103.594	111,077
FAP 38	Y	Whitefish	FAP 5	Columbia Falls	FAP 1	4.510	0.000	4.510	22,661
FAP 50	N*	Four Corners	FAP 85	ID state line		82.156	20.271	61.885	199,796
FAP 53	Y	Billings	FAI 90	Lavina	FAP 14	47.052	5.992	41.060	52,154
FAP 57	N	Belt	FAP 60	Glendive	FAI 94	323.623	2.877	320.746	241,312
FAP 60	N	Belt	FAP 57	Great Falls	FAI 315	24.821	5.351	19.470	62,753
FAP 61	Y	Roundup	FAP 14	Malta	FAP 1	157.136	0.000	157.136	99,860
FAP 62	Y	Culbertson	FAP 1	Sidney	FAP 20	37.284	2.620	34.664	35,150
FAP 63	Y	Harlowton	FAP 14	Moore	FAP 57	39.227	0.000	39.227	48,300
FAP 85	Y	Belgrade	FAI 90	Four Corners	FAP 50	6.709	0.000	6.709	25,112
FAP 88	Y	Garrison	FAI 90	Garrison	FAI 90	1.422	0.000	1.422	1,411
FAP 93	Y	ID state line		Lolo	FAP 5	32.533	0.000	32.533	36,584
FAS 242	Y	Malta	FAP 1	CA border		53.999	0.000	53.999	11,235
Total Other Principal Arterial								2,605.976	4,580,723
Interstate									
FAI 15	Y	ID state line		CA border		396.032	17.755	378.277	1,061,737
FAI 90	Y	ID state line		WY state line		552.358	41.200	511.158	3,072,650
FAI 94	Y	Billings	FAI 90	ND state line		249.153	2.900	246.253	748,399
FAI 115	Y		FAI 15/90	Butte	FAP 29	1.186	0.482	0.704	2,119
FAI 315	Y	Great Falls	FAI 15	Great Falls	FAP 60	0.826	0.826	0.000	0
Total Interstate								1,136.392	4,884,905
TOTAL RURAL PRINCIPAL ARTERIAL								3,742.368	9,465,628
Total Rural Road Mileage								68,023.028	
Percentage Rural Principal Arterial								5.502	

* Subtracted "urban mileage" consists of mileage out-of-state
and within Yellowstone National Park

TABLE 11

MINOR ARTERIAL ROUTE MILEAGE - Rural, Statewide

per Highway Commission 12/4/92

FAP/FAS						total	urban	rural	min. art.	Avg. Daily
Route #	(all?)	from	(junction)	to	(junction)	mileage	mileage	mileage		VMT
P-1	N	Kalispell	FAP 5	Columbia Falls	FAP 38	13.091	3.819		9.272	66,877
P-2	N	Miles City	FAP 18	ND state line		92.554	2.066		90.488	46,826
P-3	N	E of Simms	FAP 24	Browning	FAP 1	101.206	0.000		101.206	95,774
P-6	Y	ID state line		Ravalli	FAP 5	115.820	0.000		115.820	154,209
P-9	Y	Wolf Creek	FAI 15	Choteau	FAP 3	64.866	0.000		64.866	30,362
P-13	Y	ID state line		Three Forks	FAI 90	98.136	0.000		98.136	85,334
P-14	N	Townsend	FAP 8	Harlowton	FAP 63	100.861	0.000		100.861	57,435
P-14	N	Lavina	FAP 53	W of Roundup	FAP 16	21.451	0.000		21.451	7,145
P-14	N	Roundup	FAP 61	Forsyth	FAI 94	101.427	0.000		101.427	36,971
P-17	Y	Fort Peck	FAP 42	Nashua	FAP 1	13.134	0.000		13.134	5,414
P-18	Y	Miles City	FAP 2	Jordan	FAP 57	82.802	0.980		81.822	23,207
P-19	Y	E of Anaconda	FAI 90	Drummond	FAI 90	65.532	5.102		60.430	78,938
P-20	N	Sidney	FAP 62	ND state line		11.671	0.885		10.786	29,107
P-22	N	Scobey	FAP 32	Plentywood	FAP 34	41.200	0.000		41.200	26,806
P-25	Y	Circle	FAP 57	Wolf Point	FAP 1	52.898	0.000		52.898	35,080
P-26	Y	S of Sidney	FAP 20	ND state line		7.493	0.000		7.493	8,991
P-27	Y	Ekalaka	FAS 323	Wibaux	FAI 94	80.744	0.000		80.744	33,296
P-28 *	Y	Yellowstone N.P.		E of Joliet	FAP 4	100.923	35.512		65.411	85,924
P-29	N	Ennis	FAP 13	S of Whitehall	FAP 55	57.198	0.000		57.198	59,310
P-30	Y	Plentywood	FAP 22	ND state line		24.171	0.000		24.171	10,130
P-31	Y	Glasgow	FAP 42	CA border		60.845	0.000		60.845	15,953
P-32	Y	Wolf Point	FAP 25	CA border		65.716	0.000		65.716	20,973
P-33	Y	Libby	FAP 1	Eureka	FAP 5	67.010	0.000		67.010	45,636
P-35	Y	St. Regis	FAI 90	Paradise	FAP 6	21.449	0.000		21.449	23,414
P-36	Y	Plains	FAP 6	Elmo	FAP 5	46.720	0.000		46.720	31,334
P-39	Y	Lame Deer	FAP 37	Forsyth	FAI 94	51.187	0.000		51.187	70,159
P-41	Y	Avon	FAP 8		FAP 24	32.507	0.000		32.507	12,615
P-42	Y		FAP 57	Glasgow	FAP 1	76.103	0.000		76.103	21,033
P-43	Y	Lewistown	FAP 57	Roy	FAP 61	42.879	0.682		42.197	24,164
P-44	Y	Dupuyer	FAP 3	N of Conrad	FAI 15	28.386	0.000		28.386	20,325
P-45	Y	Big Timber	FAI 90	Harlowton	FAP 14	43.928	0.000		43.928	26,832
P-46 *	Y	N of ID state line	FAP 7	Divide	FAI 15	77.477	1.022		76.455	24,885
P-47	Y	E of Anaconda	FAP 19	Warm Springs	FAI 90	6.846	0.000		6.846	7,524
P-48	N	Hardin	FAI 90	Custer Battlefield	FAI 94	28.748	0.000		28.748	13,389
P-49	Y	Dillon	FAP 89	Twin Bridges	FAP 29	27.232	0.000		27.232	32,782
P-50	N	Four Corners	FAP 85	Bozeman	FAI 90	8.773	3.565		5.208	46,859
P-51	Y	Circle	FAP 57	S of Sidney	FAP 20	71.034	0.000		71.034	23,842
P-52	Y	Polson	FAP 5	Kalispell	FAP 1	50.948	0.377		50.571	154,380
P-54	Y	Broadus	FAP 23	WY state line		29.314	0.000		29.314	9,022
P-55	Y		FAP 29	Whitehall	FAI 90	13.014	0.000		13.014	17,403
P-56	Y	Noxon	FAP 6	Troy	FAP 1	34.620	0.000		34.620	26,116
P-58	Y	Browning	FAP 1	CA border		50.248	0.000		50.248	52,601
P-59	Y	E of Livingston	FAI 90	White Sulphur Spr.	FAP 14	56.828	0.000		56.828	32,233
P-60	N	White Sulphur Spr.	FAP 14	Belt	FAP 57	71.496	0.000		71.496	33,868
P-65	Y	West Glacier	FAP 1	Glacier N.P.		0.301	0.000		0.301	500
P-66	Y		FAP 61	Fort Belknap	FAP 1	50.011	0.000		50.011	31,906
P-69	Y	Whitehall	FAP 55	Boulder	FAI 15	38.398	0.000		38.398	34,161
P-72	Y	WY state line		Bridger	FAP 4	21.459	0.000		21.459	21,063
P-78	Y	Red Lodge	FAP 28	Columbus	FAI 90	47.681	0.000		47.681	47,686
P-80	Y	Fort Benton	FAP 10	S. of Stanford	FAP 57	67.124	0.000		67.124	23,846
P-81	Y	Coffee Creek	FAP 80	Brooks	FAP 43	42.470	0.000		42.470	12,102
P-82	Y	Somers	FAP 5	Big Fork	FAP 52	6.943	0.000		6.943	24,140
P-83	Y		FAP 24	Big Fork	FAP 52	91.115	0.000		91.115	108,513
P-84	Y	Norris	FAP 15	Four Corners	FAP 50/85	29.029	0.000		29.029	31,432
P-87	Y		FAP 13		FAP 50	22.436	0.000		22.436	13,934
P-29	N	S of Whitehall	FAP 55	Butte		22.413	0.000		22.413	11,517
P-86	Y	Bozeman	FAP 50	Wilsall	FAP 59	37.696	2.997		34.699	28,680
S-206	Y	E of Kalispell	FAP 52	Columbia Falls	FAP 1	10.056	0.000		10.056	27,050
S-223	Y	Chester	FAP 1	Fort Benton	FAP 10	52.881	0.000		52.881	17,483
S-248	Y	Opheim	FAP 31	Scobey	FAP 32	46.056	0.000		46.056	14,949
S-278	Y	Wisdom	FAP 46	S of Dillon	FAI 15	61.110	0.000		61.110	23,869
P-2	N	W of Miles City	FAI 94	E of Miles City	FAP 18	2.756	1.848		0.908	1,080
P-4	N	Laurel	FAI 90	E of Laurel	FAI 90	3.890	3.254		0.636	2,264

TABLE 11 (Cont.)

MINOR ARTERIAL ROUTE MILEAGE - Rural, Statewide

per Highway Commission 12/4/92

FAP/FAS						total	urban	rural	min. art.	Avg. Daily
Route # (all?) from		(junction) to		(junction)	mileage	mileage	mileage	mileage		VMT
P-8	N	W of Three Forks	FAP 13	interchange	FAI 90	1.282	0.000		1.282	1,333
P-11	N	Livingston	FAI 90	E of Livingston	FAI 90	4.913	2.835		2.078	4,196
P-20	N	Glendive	FAP 57	interchange	FAI 94	0.596	0.000		0.596	2,917
P-21	Y	Conrad	FAI 15	interchange	FAI 15	5.044	0.000		5.044	9,783
P-48	N	Hardin	FAI 90		FAI 90	2.699	0.000		2.699	9,856
P-57	N	W of Glendive	FAI 94	Glendive	FAI 94	4.322	0.000		4.322	29,405
P-67	Y	Shelby	FAP 1	interchange	FAI 15	1.755	0.000		1.755	2,990
P-68	Y	Cascade	FAI 15	interchange	FAI 15	1.494	0.000		1.494	1,658
P-75	Y	Lewistown	FAP 43	W of Lewistown	FAP 57	2.941	1.479		1.462	1,550
P-89	N	Dillon	FAI 15	interchange	FAI 15	3.233	0.000		3.233	15,400
P-91	Y	Big Timber	FAI 90	interchange	FAI 90	3.556	0.000		3.556	7,712
P-95	Y	Forsyth	FAP 14	interchange	FAI 94	1.701	0.000		1.701	4,200
P-96	Y	Drummond	FAP 19	interchange	FAI 90	1.097	0.000		1.097	1,887
P-97	Y	Wibaux	FAP 27	interchange	FAI 94	0.345	0.000		0.345	645
P-98	Y	Glendive	FAP 57	interchange	FAI 94	1.841	0.000		1.841	2,173
S-429**	N	Billings	NW u.l.	SW u.l.	FAI 90	3.400	0.000		3.400	14,130
Airport Rd***		Missoula	NW u.l.	new interchange	FAI 90	0.600	0.000		0.600	543
N 19th Av***		Bozeman	NW u.l.	new interchange	FAI 90	0.500	0.000		0.500	453

TOTAL RURAL MINOR ARTERIAL

2939.207 2,351,484

Total Rural Road Mileage

68,023.028

Percentage Rural Minor Arterial

4.321

* Subtracted "urban mileage" consists of mileage out-of-state

** Estimated mileage (link to future interchange)

revised 12/01/93

*** Estimated mileage & ADVMT (non-existent link to future interchange)

TABLE 12

MAJOR COLLECTOR ROUTE MILEAGE - Rural, Statewide (FAP & FAS Routes)

rev. 12/01/93

FAP/FAS Route # (All?)		From	(Junction)	To	(Junction)	Rural Mileage	Average Daily VMT
P40	Y	Terry	-	Interchange I94	-	0.403	474
P64	Y		P50	Big Sky Resort	-	9.170	13,172
P70	Y	Superior	-	Interchange I90	-	2.796	3,581
P77	Y	Hot Springs	-	-	P36	1.991	1,496
P79	Y	Hysham	-	Interchange I94	-	2.514	1,562
201	Y	N of Vida	P25	Fairview	P20	69.512	9,306
202	Y	SE of Sidney	P26	ND State Line	-	2.713	1,356
203	Y	N of Stevensvill	S269	Florence	P7	11.959	27,328
204	Y	Dodson	P1	end FAS		1.591	259
205	Y-	Three Forks	I90	Bozeman	I90	28.007	70,007
207	Y	W of Moccasin	P57	Denton	P81	21.851	1,979
208	Y		S242	Whitewater	-	9.497	1,709
209	Y	Bigfork	P52	-	P83	4.862	8,831
210	Y	Bonner	P24	Clinton	I90	10.062	7,892
211	Y	Ronan	P5	S33,T21N,R21W		9.760	10,583
212	Y		P6	S of Ronan	P5	17.282	16,309
213	Y	Cut Bank	P1	CA border	-	39.492	21,221
214	Y	N of Cut Bank	S213	Sweet Grass	I15	32.728	5,020
215	Y		I15	N of Cut Bank	S213	21.295	7,626
217	Y		S343	Whitlash	S409	14.091	488
218	Y	Conrad	P21	-	S225	29.222	9,290
219	Y		P3	Conrad	P21	19.824	8,711
220	Y	E of Choteau	S221	-	S219	17.935	7,181
221	Y	Choteau	P3	Dutton	I15	24.328	7,461
222	Y	Dillon	P89	S of Dillon	I15/S278	3.611	2,805
224	Y	Joplin	P1	S1,T35N,R7E	-	18.954	2,572
225	Y	Great Falls	U5213	-	S366	56.240	15,016
226	Y-	Great Falls	U5207	Eden		14.602	2,922
227	Y	E of Great Falls	P60	-	S226	16.792	13,171
228	Y	E of Great Falls	P60	E of Ft. Benton	P80	43.258	11,057
229	Y	Helena	U5809	N of Helena	S279	2.571	5,784
230	N	Laurel	P4	E of Laurel		0.400	744
231	Y-	Helena	U5802	N of Helena	S279	5.689	12,594
232	Y	Havre	P1	CA border	-	42.779	13,150
233	Y	N of Havre	S232	CA border	-	30.613	4,056
234	Y-	Havre	U5708	end FAS		8.165	3,552
235	Y	W of Bozeman	P85	Bozeman	I90	6.792	1,646
236	Y	Hilger	P43	Big Sandy	P10	89.551	14,766
237	Y-	Lewistown	U7101	N of Lewistown	S426	1.356	256
238	Y	Lewistown	U7111	Ryegate	P14	71.817	9,304
239	Y	Hobson	P57	Utica		11.679	2,366
240	Y	Chinook	P1	Cleveland		25.356	5,408
241	Y	S of Harlem	P1	CA border		43.219	9,410
243	Y		P1	Saco	P1	21.284	2,904
244	Y	S of Petroleum C	P61	Winnett	P57	24.697	4,235
245	Y	Jordan	P57	S5,T20N,R33E		37.815	4,262
246	Y	Glasgow	P42	Tampico		11.575	4,157
247	Y	Webster	S322	S3,T3N,R61E	-	6.421	224

TABLE 12 (Cont.)

MAJOR COLLECTOR ROUTE MILEAGE - Rural, Statewide (FAP & FAS Routes)

rev. 12/01/93

FAP/FAS Route # (All?)	From	(Junction)	To	(Junction)	Rural Mileage	Average Daily VMT
249	Y	W of Ennis	P29 N of Cameron	P13	11.900	2,509
250	Y	W of Wolf Point	P1 N of Wolf Point	P32	49.653	6,390
251	Y	E of Poplar	P1 Flaxville	P22	52.106	8,174
252	Y	Circle	P57 Weldon		23.478	4,750
253	Y	E of Terry	P40 N of Brockway	P57	46.529	5,704
254	Y	N of Glendive	P20 N of Circle	P25	67.716	13,645
255	N	Rudyard	P1 W of Goldstone		23.937	2,995
257	Y	Superior	I90 end of FAS	-	5.808	5,639
258	Y	Reserve	ND State line	-	19.804	4,873
259	Y	NW of White Sulp	S360 -	P60	10.076	503
260	Y	N of Libby	P33 S28,T31N,R31W	-	3.543	3,422
261	Y	Wibaux	I94 SE of Sidney	P26	52.731	6,431
263	Y-	Missoula	U8124 Frenchtown	I90	14.103	32,040
267	Y-	Missoula	U8115 S35,T14N R19W	-	0.325	211
269	Y	Hamilton	P7 W of Stevensvill	P7	21.362	48,412
271	Y	Drummond	P96 Helmsville	P41	22.363	2,816
272	Y	Deer Lodge	S275 end of FAS	-	2.022	3,940
273	Y	SE of Anaconda	P47 Galen	I90	12.255	4,322
275	Y	N of Deer Lodge	I90 S of Deer Lodge	I90	3.093	9,355
276	Y	Rocker	I15/90 W of Walkerville	-	7.980	1,374
277	Y	Hammond	P23 Ridgeway	S323	33.560	1,878
279	Y	N of Helena	I15 E of Lincoln	P24	38.989	18,833
280	Y	Helena	U5802 York	-	15.295	18,597
282	Y	Montana City	I15 Blue Sky Heights	-	3.560	4,951
283	Y	Harrison	P13 Pony	-	6.426	2,152
284	Y	Clasoil	P8 E of Townsend	P14	42.544	15,753
285	Y	Toston	P8 Radersburg	-	9.420	2,255
286	Y	E of Three Forks	S205 Trident	-	3.946	2,151
287	Y	Three Forks	P13 end of FAS	-	7.977	5,363
288	Y	Manhattan	I90 -	P84	16.388	10,806
290	Y	Belgrade	S291 Menard	-	16.341	9,233
291	Y	Belgrade	I90 Belgrade	S205	0.826	5,908
294	Y	N or Ringling	P59 N of Martinsdale	P14	29.169	3,784
295	Y	E of Livingston	P11 E of Livingston	I90	16.496	1,129
297	Y	Shawmut	P14 Judith Gap	P63	37.886	3,335
298	Y	Big Timber	P91 Gallatin N.F.	-	25.753	10,538
300	Y	Ryegate	P14 -	-	13.593	906
302	Y-	Billings	U1002 Molt		16.593	7,324
306	Y	Columbus	P78 Rapelje, S32,T3N	-	25.381	5,826
308	Y	Red Lodge	P28 Belfry	P72	14.418	9,015
310	Y	Custer	I94 N of Musselshell	P14	41.821	2,247
311	Y	Custer	P79 Hysham	-	23.375	3,800
313	Y	Hardin	P48 E of Fort Smith	-	38.628	34,035
314	Y	WY State line	W of Busby	P37	44.302	19,483
317	Y	S of Kalispell	P5 E of Kalispell	P52	4.488	10,908
320	Y	W of Plevna	P2 Ismay, S27,T9N,R	-	6.395	785
322	Y	S of Baker	P27 -	P27	26.910	2,164
323	Y	Ekalaka	P27 Alzada	P23	71.735	8,910
324	Y	Clark Canyon Dam	I15 ID State line	-	33.954	4,650

TABLE 12(Cont.)

MAJOR COLLECTOR ROUTE MILEAGE - Rural, Statewide (FAP & FAS Routes)

rev. 12/01/93

FAP/FAS Route # (All?)	From	(Junction)	To	(Junction)	Rural Mileage	Average Daily VMT
325	Y	Chinook	P1 N of Chinook		12.393	1,282
326	Y	E of Alzada	P23 WY State line	-	1.700	170
327	Y	Bainville	P1 ND State line	-	15.040	1,864
330	Y	Ulm	I15 Cascade	P68	37.137	5,331
331	Y	Belt	P60 -	S228	10.077	3,705
332	Y	S of Miles City	P23 -	S447	50.181	3,612
335	Y	Glendive	P57 end of FAS		13.827	2,574
336	Y		P27 ND State line	-	14.807	878
338	Y	N of Harlem	S241 Hogeland		21.569	2,072
340	Y	Fallon	I94 Mildred	-	18.571	2,198
341	Y	E of Jordan	P57 S18,T21N,R40E	-	21.300	941
342	Y		P37 Little Big Horn	-	0.878	572
343	Y	Oilmont	I15 Galata	P1	43.303	6,663
344	Y	Brockton	P1 Froid	P22	35.629	5,240
345	Y	W of Bozeman	P50 Bozeman	U1201	12.032	15,060
346	Y	Manhattan	I90 -	S290	7.969	7,216
347	Y	Churchill	S288 S of Belgrade	P85	6.202	11,172
348	Y	N of Phillipsburg	P19 end of FAS		14.296	1,747
350	Y	-	P22 end of FAS		5.490	878
352	Y	Dayton	P5 Lake Mary Ronan	-	5.741	1,837
354	Y	Polson	P5 W of Ronan	S211	12.636	8,027
357	N	Alder	P29 S21,T9S,R3W	-	29.395	2,277
358	Y	Valier	P44 W of Cut Bank	P1	27.846	9,187
359	Y	Cardwell	P69 Harrison	P13	15.933	7,958
360	Y	White Sulphur Sp	P14 Fort Logan	-	18.378	4,371
363	Y	S of Wagner	- N of Malta	P61	11.320	2,556
365	Y	Brady	P21 -	S225	24.304	4,501
366	Y	N of Conrad	I15 -	S223	49.236	5,358
370	Y	N of Victor	P7 -	S269	1.954	2,408
373	Y	Woodside	P7 E of Corvallis	-	4.522	8,543
374	Y	E of Archer	P22 Outlook	-	6.681	1,490
379	Y	Dutton	I15 -	S225	18.073	1,915
381	Y	SW of Roundup	P14 S21,T5N,R25E	-	16.383	2,211
382	Y	Perma	P6 -	P36	15.756	4,726
384	Y	Hardin	P48 E of Hysham	I94	57.066	10,014
386	Y	W of Ft. Benton	P10 Ft. Benton	P80	1.724	1,538
387	Y	N of Ft. Benton	P10 Ft. Benton	P80	2.682	2,184
391	Y	Broadus	P23 S30,T7S,R49E	-	24.317	1,226
393	Y	Butte	P29 Basin Creek Rese	-	6.689	5,149
396	Y	Harlem	S241 Coburg	-	17.312	1,716
400	Y	W of Hobson	S239 S25,T13N,R14E	-	12.554	847
401	Y	N of Laurel	S532 -	S302	7.870	1,337
405	Y	E of Bainsville	P1 Froid	P22	28.600	3,017
408	Y	Fairfield	-	P9	19.618	5,035
409	Y	W of Chester	P1 CA border	-	40.461	2,773
411	Y	N of Bozeman	S205 end of FAS	-	10.850	13,574
413	Y	S of Wibaux	P27 -	P27	24.757	1,052
416	Y	Billings	U1013 Crow Indian Rese	L301	9.191	16,056
417	Y	E of Shelby	P1 -	S366	16.553	1,375
419	Y	S of Absarokee	P78 N of Nye	-	22.464	13,381
420	Y	Absarokee	P78 end of FAS		6.941	2,929
421	Y	Columbus	P78 Joliet	P28	18.108	5,909

TABLE 12 (Cont.)

MAJOR COLLECTOR ROUTE MILEAGE - Rural, Statewide (FAP & FAS Routes)

rev. 12/01/93

FAP/FAS		From	(Junction)	To	(Junction)	Rural Mileage	Average Daily VMT
Route #	(All?)						
422	Y	Silver Star	P29	-	P55	8.535	1,714
424	Y-	Kalispell	U6706	W of Whitefish	P5	16.122	19,817
426	Y	N of Moccasin	P57	N of Lewistown	P43	26.776	4,499
427	Y	N of Monarch	P60	-	P57	12.332	1,223
429	Y-	Billings	U1011	S22,T1S,R25E	-	2.992	7,912
430	Y	Helena	U5818	-	S284	9.241	15,964
431	Y	E of Fairfield	P3	Power	I15	20.306	5,393
432	Y	Big Sandy	P10	Rudyard	P1	46.500	5,669
434	Y	Wolf Creek	I15	-	P24	18.050	3,610
435	Y	Augusta	P9	end of FAS	-	15.580	2,097
437	Y	S of Toston	P8	-	S285	8.908	1,158
438	Y	E of Nashua	P1	Glentana	S248	52.707	5,519
441	Y		I90	-	P19	7.740	5,029
444	Y	E of Blackfoot	P1	-	S213	19.815	2,675
446	Y	Rosebud	I94	Cartersville,S4,	-	2.722	1,061
447	Y	Rosebud	I94	Ashland	P37	52.729	6,835
448	Y	Box Elder	P10	Gilford	P1	30.000	1,945
449	Y	Gilford	P1	S15,T35N,R11E	-	16.492	1,639
451	Y	Garryowen	I90	WY State line	-	38.005	32,887
453	Y	N of Helena	I15	end of FAS	-	5.135	3,979
454	Y	Helena	U5805	Unionville S15,T	-	2.945	1,590
457	Y		I90	Wyola	S451	1.526	137
462	Y	Rock Springs	P18	-	P57	38.566	1,845
463	N	E of Lodge Grass	I90	Willow Cr. Dam R	-	15.717	3,560
464	Y	Browning	P1	-	P58	33.815	16,189
466	Y	S of Lewistown	S238	S5,T14N,R19E	-	2.155	605
467	Y	Circle	P57	Lindsay	P57	31.797	1,665
470	Y	Lindsay	P57	Bloomfield	S254	24.035	1,191
471	Y	W of Thompson Fa	P6	ID State line	-	22.057	5,344
473	Y	S of Darby	P7	end of FAS	-	14.279	7,566
474	Y	S of Frenchtown	S263	DeSmet	I90	3.899	8,465
478	N	N of Big Timber	P45	-	L014	2.039	255
480	Y	E of Poplar	P1	-	S201	19.744	1,019
482	Y	Libby	P1	S of Libby	P1	7.158	3,616
484	Y	E of Ashland	P37	Old Fort Howe	-	27.723	2,515
486	N	Columbia Falls	P38	Polebridge	-	35.567	17,836
487	Y	Whitefish	P5	Big Mountain Ski	-	7.735	18,432
489	Y	NW of Miles City	P18	Kinsey, S34,T10N	-	18.120	4,230
493	Y	N of Baker	P27	S27,T8N,R59E	-	4.733	1,703
494	Y	Plevna	P2	Willard	P27	23.400	1,524
500	Y	Melstone	P14	Mosby	P57	30.708	1,615
503	Y-	Kalispell	U6701	S of Kalispell	U6730	9.961	8,671
504	Y	E of Fallon	S340	S27,T12N,R55E	-	12.779	639
507	N	Alberton	I90	E of Alberton	I90	2.570	2,215
508	Y	NW of Troy	P1	N of Libby	P33	64.620	16,469
509	Y	Monida	I15	end of FAS	L201	36.900	1,682
510	Y	Brockway	S253	-	S467	8.502	255
511	Y	Flaxville	P22	CA border	-	13.803	2,152
512	Y	Hall	P19	S30,T10N,R12W	-	1.869	580
513	Y	Hall	P19	S3,T9N,R14W	-	10.086	1,462
515	Y	Plentywood	P22	S9,T34N,R54E	-	7.200	1,684
516	Y	S of Coalridge	S258	Westby	P30	14.000	1,920
517	Y	N of Antelope	P22	Coalridge	S516	12.297	2,952

TABLE 12 (Cont.)

MAJOR COLLECTOR ROUTE MILEAGE - Rural, Statewide (FAP & FAS Routes)

rev. 12/01/93

FAP/FAS Route # (All?)	From	(Junction)	To	(Junction)	Rural Mileage	Average Daily VMT
518	Y	Montana City	I15 E Helena	P8	4.481	4,736
522	Y	Huntley	I15 end of FAS		2.362	5,116
529	Y	Chinook	S240 end of FAS	L201	9.973	966
531	Y	S of Hamilton	P7 Hamilton	P7	6.287	8,226
532	Y	Laurel	U6901 E of Billings	S429	15.850	16,189
533	Y	SE Missoula	U8117 E Missoula	U8112	11.397	2,585
534	Y	Dupuyer	P3 Conrad	P21	27.819	5,713
537	Y	Hinsdale	P1 end of FAS	L001	23.349	1,356
540	Y	N of Gardiner	P11 S of Livingston	P11	31.951	10,888
541	Y	Utica	S239 Windham	P57	10.700	1,338
543	Y	Jordan	S245 Hell Creek R.A.,	-	24.200	1,071
544	Y	Biddle	P54 Boyes	P23	32.472	3,772
547	Y	E of Denton	P81 end of FAS	L001	6.484	1,232
548	Y	NW of Kalispell	S424 Kalispell	P1	6.500	23,240
551	Y	Geyser	P57 S8,T18N,R10E	-	6.598	677
552	Y	Sunburst	I15 -	S343	33.178	2,722
556	Y	E of Thompson Fa	P6 -	P1	44.259	3,338
559	Y	SE of Arlee	P5 end of FAS		3.100	1,271
563	Y	Springdale	I90 Hunters Hot Spri	-	2.489	280
564	Y	Carter	P10 -	S223	23.000	1,760
565	Y	Simms	P24 -	P3	7.004	2,016
566	Y	S of Ashland	-	-	S314	52.057
568	Y	Pompeys Pillar	I94 S17,T3N,R30E	-	2.760	662

SUBTOTAL: FAS Rural Major Collectors

4,404.652 1,390,643

Note Y:-new urban mileages and VMT have been subtracted
for 1992 adjusted census urban limits

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE 13

URBSUM.WK3
rev 12/01/93

URBAN FUNCTIONAL CLASSIFICATION RESULTS - MILEAGE SUMMARY

	Interstate	Other Principal Arterial	Minor Arterial	Collector	Local (Ttl-Class.)	Total
Urbanized Areas:						
Billings	13.327	51.787	43.476	42.508	369.973	521.071
Great Falls	7.488	30.123	36.257	41.661	254.791	370.320
Missoula	8.036	18.541	28.788	48.111	222.495	325.971
Subtotal Urbanized	28.851	100.451	108.521	132.280	847.259	1217.362
Small Urban Areas:						
Anaconda	0.000	5.102	3.497	2.842	26.025	37.466
Bozeman	5.226	6.717	20.227	28.546	74.583	135.299
Butte	8.484	8.500	24.802	20.875	167.625	230.286
Havre	0.000	3.672	7.422	8.417	39.486	58.997
Helena	5.285	12.864	23.751	32.349	148.632	222.881
Kalispell	0.000	10.443	16.183	16.658	84.910	128.194
Laurel	3.243	3.966	3.579	11.076	49.521	71.385
Lewistown	0.000	5.038	4.178	6.944	46.916	63.076
Livingston	1.697	4.073	3.865	10.970	39.462	60.067
Miles City	2.052	7.525	3.716	10.342	65.567	89.202
Sidney	0.000	5.179	3.087	6.290	33.657	48.213
Subtotal Small Urban	25.987	73.079	114.307	155.309	776.384	1145.066
Total Urban	54.838	173.530	222.828	287.589	1623.643	2362.428
Percentage Cumulative %						
Percentage	2.32	7.35	9.43	12.17	68.73	
Cumulative %	2.32	9.67	19.10	31.27	100.00	

TABLE 14

Development of Average AADT
(for use in calculating VMT for Non Federal-Aid Roads)

Note: Data from 6/3/92 Statewide Travel Summary (from MDT Statistics Section)

Rural -

Minor Arterial: 2,998,000 DVMT / 3,312 Miles = 905 AADT

Major Collector: 2,158,000 DVMT / 6,687 Miles = 323 AADT

Minor Collector: 853,000 DVMT / 9,143 Miles = 93 AADT

Local Roads: 1,983,000 DVMT / 46,104 Miles = 43 AADT

Small Urban -

Principal Arterial: 735,000 DVMT / 78 Miles = 9,423 AADT

Minor Arterial: 420,000 DVMT / 94 Miles = 4,468 AADT

Collector: 263,000 DVMT / 126 Miles = 2,087 AADT

Local Street: 791,000 DVMT / 792 Miles = 999 AADT

Urbanized -

Billings -

Other Principal Arterial: 615,000 DVMT / 46 Miles = 13,370 AADT

Collector: 119,000 DVMT / 44 Miles = 2,705 AADT

Local Street: 472,000 / 357 Miles = 1,322 AADT

Great Falls -

Minor Arterial: 158,000 DVMT / 40 Miles = 3,950 AADT

Collector: 54,000 DVMT / 34 Miles = 1,588 AADT

Local Street: 228,000 DVMT / 234 Miles = 974 AADT

Missoula -

Collector: 71,000 DVMT / 24 Miles = 2,958 AADT

Local Street: 289,000 DVMT / 235 Miles = 1,230 AADT

URBAN FUNCTIONAL CLASSIFICATION RESULTS - VMT SUMMARY

URBVMT.WK3

rev 12/01/93

	Interstate	Other Principal Arterial	Minor Arterial	Collector	Local (Ttl-Class.)	Total
Urbanized Areas:						
Billings	166,451	638,350	218,803	139,156	489,104	1,651,864
Great Falls	49,727	372,664	142,947	112,028	248,166	925,532
Missoula	83,155	297,767	209,496	136,474	273,669	1,000,561
Subtotal Urbanized	299,333	1,308,781	571,246	387,658	1,010,939	3,577,957
Small Urban Areas:						
Anaconda	0	30,058	6,090	3,952	25,999	66,099
Bozeman	40,606	93,553	131,076	58,471	74,508	398,214
Butte	58,670	98,375	91,057	46,027	167,457	461,586
Havre	0	40,191	31,605	19,166	39,447	130,409
Helena	37,835	162,105	131,306	63,920	148,483	543,649
Kalispell	0	230,659	71,084	40,707	84,825	427,275
Laurel	32,734	21,674	10,895	11,410	49,471	126,184
Lewistown	0	20,435	9,372	7,823	46,869	84,499
Livingston	10,425	29,340	8,683	12,490	39,423	100,361
Miles City	6,234	33,722	9,529	22,759	65,501	137,745
Sidney	0	28,041	8,249	11,233	33,623	81,146
Subtotal Small Urban	186,504	788,153	508,946	297,958	775,606	2,557,167
Total Urban	485,837	2,096,934	1,080,192	685,616	1,786,545	6,135,124
Percentage Cumulative %	7.92 7.92	34.18 42.10	17.61 59.70	11.18 70.88	29.12 100.00	

APPENDIX B

TABLE 16

FUNCTIONAL CLASSIFICATION RESULTS

MILEAGE & VMT

Total Rural	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local*	Total
Miles	1,136.392	2,605.976	2,939.207	7,074.082	9,041.280	45,226.091	68,023.028
VMT	4,884,905	4,580,723	2,351,484	2,252,869	844,886	1,944,722	16,859,589
Total Urban	Interstate	Other Freeway & Express-way	Other Principal Arterial	Minor Arterial	Collector	Local*	Total
Miles	54.838	0	173.530	222.828	287.589	1,623.643	2,362.428
VMT	485,837	0	2,096,934	1,080,192	685,616	1,786,545	6,135,124
Billings							
Miles	13.327	0	51.787	43.476	42.508	369.973	521.071
VMT	166,451	0	638,350	218,803	139,156	489,104	1,651,864
Great Falls							
Miles	7.488	0	30.123	36.257	41.661	254.791	370.320
VMT	49,727	0	372,664	142,947	112,028	248,166	925,532
Missoula							
Miles	8.036	0	18.541	28.788	48.111	222.495	325.971
VMT	83,155	0	297,767	209,496	136,474	273,669	1,000,561

* Local road mileages are obtained by subtracting classified system mileage from total mileage

revised 12/01/93

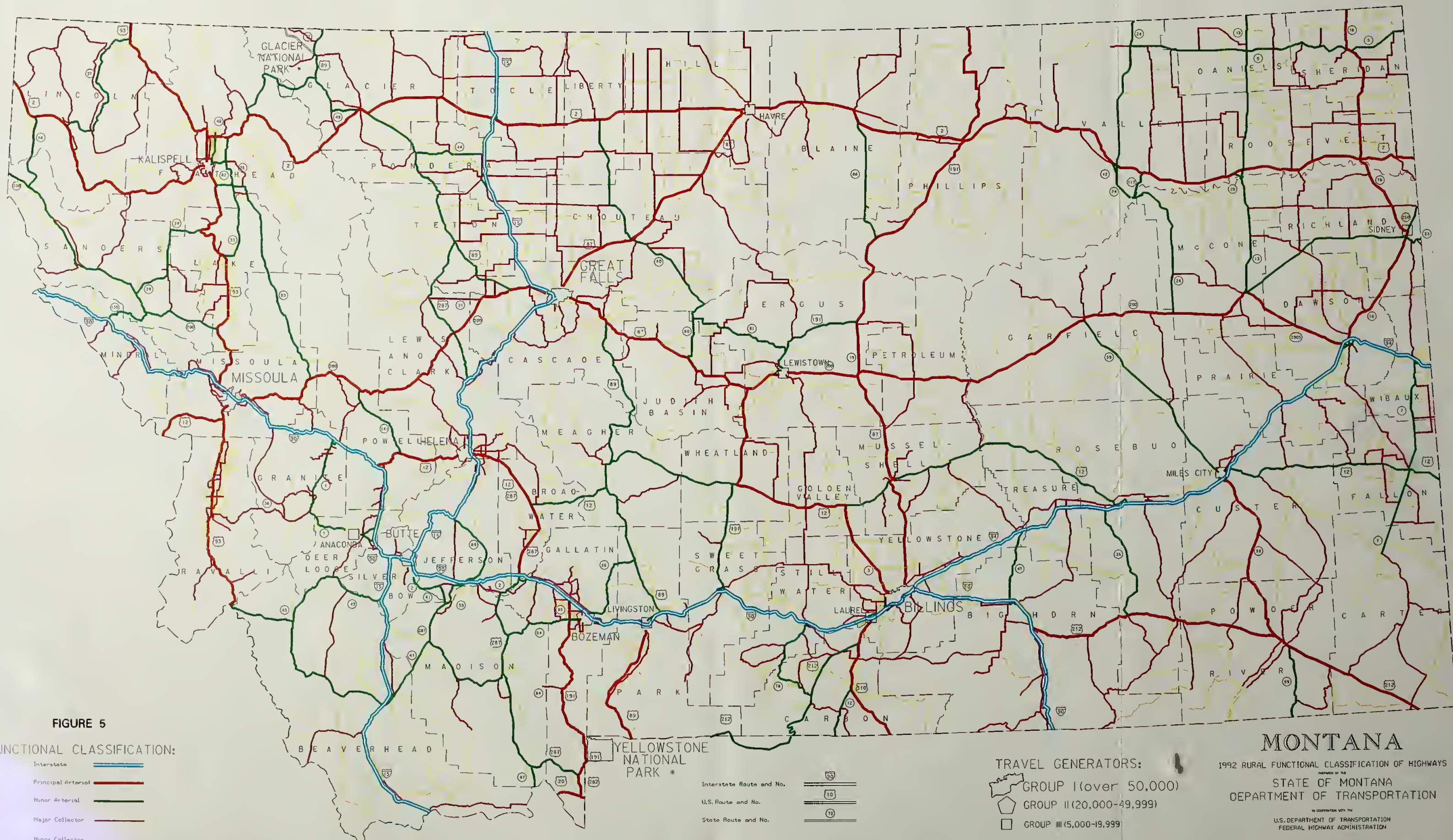


FIGURE 5
FUNCTIONAL CLASSIFICATION:

- Interstate ———
- Principal Arterial ———
- Minor Arterial ———
- Major Collector ———
- Minor Collector ———

- Interstate Route and No. 50
- U.S. Route and No. 10
- State Route and No. 12

- TRAVEL GENERATORS:**
- GROUP I (over 50,000)
 - GROUP II (20,000-49,999)
 - GROUP III (5,000-19,999)

• DENOTES A RECREATION AREA

MONTANA

1992 RURAL FUNCTIONAL CLASSIFICATION OF HIGHWAYS

STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
0 10 20 Miles
0 10 20 Kilometers

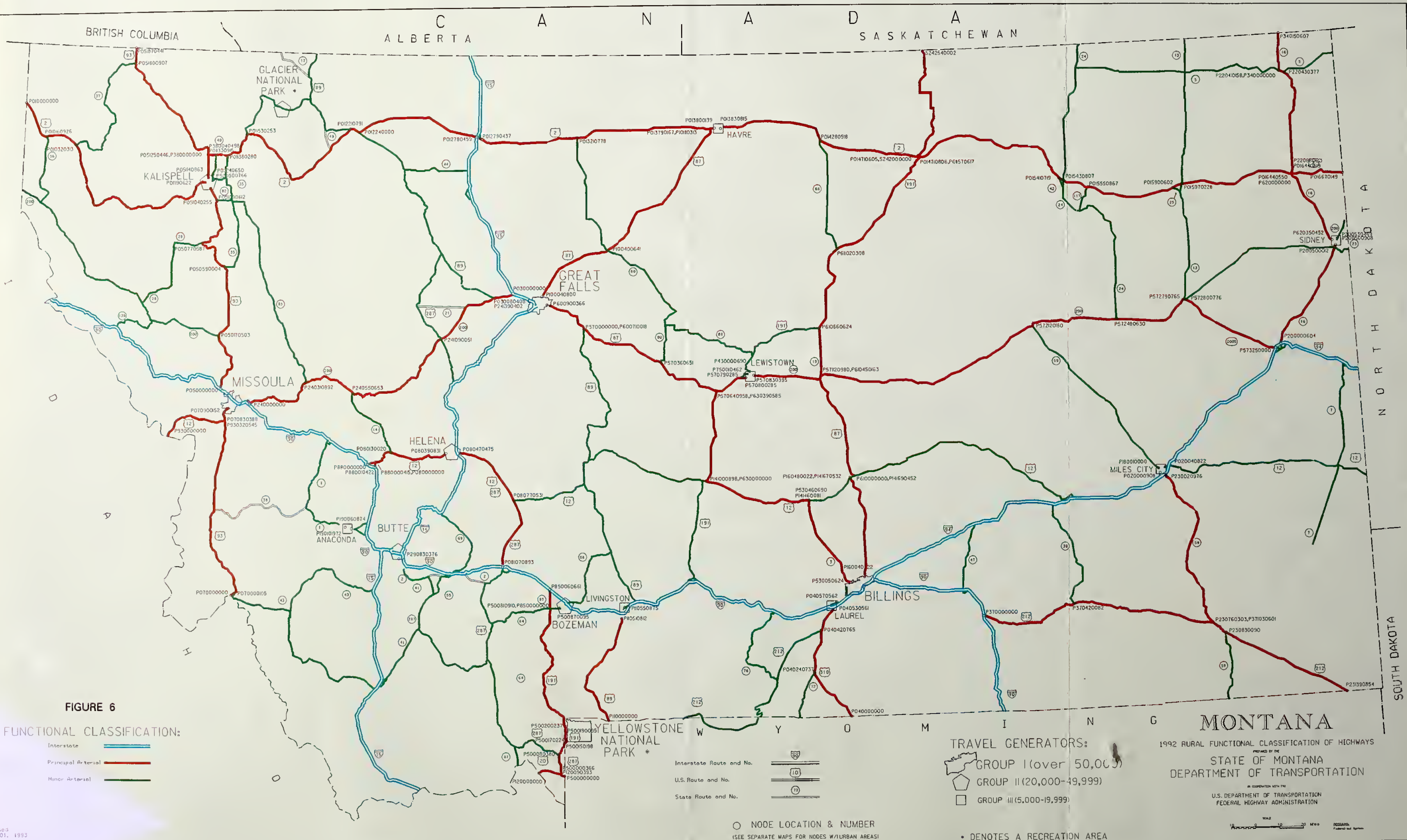




TABLE 17

LIST OF NODE NUMBERS

revised 12/01/93

<u>FEDERAL AID ROUTE NUMBER</u>	<u>NODE NUMBER</u>	<u>DESCRIPTION OF INTERSECTION</u>
FAP 1:	P010000000	MT/ID State Line
	P010160926	Junction P56
	P010320313	Junction P33
	P011190622	Entering Kalispell Urban Limits
	P011200903	Junction P5
	P011220843	Junction P52
	P011240650	Leaving Kalispell Urban Limits
	P011330915	Junction P38
	P011380280	Junction S206
	P011530253	Junction P65
	P012210791	Junction P58
	P012240000	Junction P3
	P012780459	Junction I15
	P012790437	Junction P67
	P013210778	Junction S223
	P013790167	Junction P10
	P013800139	Entering Havre Urban Limits
	P013830815	Leaving Havre Urban Limits
	P014280518	Junction P66
	P014710605	Junction S242
	P014710806	Junction P61
	P015410719	Junction P42
	P015430807	Junction P31
	P015550867	Junction P17
	P015900602	Junction P25
	P015970228	Junction P32
	P016440550	Junction P62
	P016440619	Junction P22
	P016670149	MT/ND State Line
FAP 2:	P020000908	Entering Miles City Urban Limits
	P020020756	Junction P18
	P020030194	Junction P23
	P020040822	Leaving Miles City Urban Limits
FAP 3:	P030000000	Junction I15
	P030080408	Junction P24
FAP 4:	P040000000	MT/WY State Line
	P040240737	Junction P72
	P040420765	Junction P28
	P040530561	Entering Laurel Urban Limits
	P040540307	Junction I90
	P040570562	Leaving Laurel Urban Limits

FAP 5:	P050000000	Junction I90
	P050270503	Junction P6
	P050590004	Junction P52
	P050770587	Junction P36
	P051040255	Junction P82
	P051090612	Entering Kalispell Urban Limits
	P051120666	Junction P1
	P051140863	Leaving Kalispell Urban Limits
	P051250446	Junction P38
	P051800907	Junction P33
	P051870441	MT/CA Line
 FAP 7:	 P070000000	 MT/ID State Line
	P070000105	Junction P46
	P070830388	Junction P93
	P070900152	Entering Missoula Urban Limits
	P070900917	Junction U8103
	P070920258	Junction U8105
	P070920606	Junction U8107
	P070950276	Junction P71
 FAP 8:	 P080000000	 Junction P88
	P080130020	Junction P41
	P080390831	Entering Helena Urban Limits
	P080420543	Junction U5805
	P080420989	Junction U5807
	P080430533	Junction U5809
	P080440083	Junction U5812
	P080451221	Junction I15
	P080470475	Leaving Helena Urban Limits
	P080770531	Junction P14
	P081070893	Junction I90
 FAP 10:	 P100000000	 Junction P60 (North Bound)
	P100000840	Junction U5210 (North Bound)
	P100000916	Junction U5218 (North Bound)
	P100020433	Junction U5218 (South Bound)
	P100020509	Junction U5210 (South Bound)
	P100030341	Junction P60 (South Bound)
	P100030425	Junction U5205
	P100040541	Junction U5211
	P100040800	Leaving Great Falls Urban Limits
	P100400641	Junction P80 & S223
	P101110313	Junction P1
 FAP 11:	 P110000000	 Yellowstone National Park Boundary
	P110510812	Entering Livingston Urban Limits
	P110530068	Junction I90
	P110550875	Leaving Livingston Urban Limits
 FAP 12:	 P120000000	 MT/ID State Line
	P120090393	Junction P50

FAP 14:	P141000898	Junction P63
	P141460081	Junction P53
	P141670532	Junction P16
	P141690452	Junction P61
FAP 16:	P160000000	Junction I90
	P160010255	Junction U1030
	P160010499	Junction U1018
	P160010631	Junction U1029
	P160040722	Leaving Billings Urban Limits
	P160480022	Junction P14
FAP 18:	P180000000	Junction P2
	P180010000	Leaving Miles City Urban Limits
	P180830045	Junction P57
FAP 19:	P190060874	Entering Anaconda Urban Limits
	P190101972	Leaving Anaconda Urban Limits
FAP 20:	P200000604	Junction I94
	P200500012	Junction P26 & P51
	P200500908	Entering Sidney Urban Limits
	P200520569	Junction P62
	P200530449	Leaving Sidney Urban Limits
FAP 22:	P220410158	Junction P34
	P220430377	Junction P30
	P220880621	Junction P1
FAP 23:	P230000000	Junction P2
	P230020165	Junction I94
	P230020976	Leaving Miles City Urban Limits
	P230760303	Junction 37
	P230830090	Junction P54
	P231390854	MT/WY State Line
FAP 24:	P240000000	Junction I90
	P240310892	Junction P83
	P240550653	Junction P41
	P241090051	Junction P9
	P241390402	Junction P3
FAP 29:	P290830376	Junction S393
	P290860423	Junction I15
	P290880018	Junction U1806
	P290900078	Junction U1805
	P290900610	Junction I115
FAP 34:	P340000000	Junction P22
	P340150607	MT/CA Line
FAP 37:	P370000000	Junction I90
	P370420082	Junction P39
	P371030601	Junction P23

FAP 38:	P380000000 P380040498	Junction P5 Junction P1
FAP 43:	P430000000 P430000312 P430000690	Junction P57 Junction P75 Leaving Lewistown Urban Limits
FAP 50:	P500000000 P500000366 P500080380 P500150198 P500170224 P500190095 P500200237 P500810910 P500870095 P500880046 P500880833 P500900824	Yellowstone National Park Boundary Junction P12 Junction P87 Leaving MT/Entering WY Leaving WY/Entering MT Leaving MT/Entering WY Leaving WY/Entering MT Junction P84 & P85 Entering Bozeman Urban Limits Junction U1201 Junction U1207 Leaving Bozeman Urban Limits/ Junction I90
FAP 52:	P520500766 P520510149	Entering Kalispell Urban Limits Junction P1
FAP 53:	P530000000 P530010277 P530010349 P530010576 P530010708 P530020650 P530050624 P530460690	Junction I90 Junction U1020 Junction U1030 Junction U1018 Junction U1029 Junction U1002 Leaving Billings Urban Limits Junction P14
FAP 57:	P570000000 P570360651 P570640958 P570790285 P570800285 P570820056 P570830395 P571120980 P572120180 P572480630 P572790765 P572800776 P573250000	Junction P60 Junction P80 Junction P63 Junction P75 Entering Lewistown Urban Limits Junction P43 Leaving Lewistown Urban Limits Junction P61 Junction P18 Junction P42 Junction P25 Junction P51 Junction I94
FAP 60:	P600710018 P600900366 P600930086 P600930167 P600930765 P600950625 P600950717	Junction P57 Entering Great Falls Urban Limits Junction P10 (North Bound) Junction P10 (South Bound) Junction 9th Street South Junction U5201 Junction I315

FAP 61:	P610000000	Junction P14
	P610450163	Junction P57
	P610660624	Junction P43
	P611020308	Junction P66
	P611570617	Junction P1
FAP 62:	P620000000	Junction P1
	P620350452	Entering Sidney Urban Limits
	P620380069	Junction P20
FAP 63:	P630000000	Junction P14
	P630390585	Junction P57
FAP 71:	P710000000	Junction I90
	P710010017	Junction U8103
	P710030188	Junction U8105
	P710040224	Junction U8107
	P710040809	Junction P7
	P710050167	Junction I90
FAP 75:	P750010462	Entering Lewistown Urban Limits
	P750020941	Junction P43
FAP 85:	P850000000	Junction P50
	P850060661	Junction I90
FAP 88:	P880000000	Junction I90
	P880000415	Junction P8
	P880010422	Junction I90
FAP 93:	P930000000	MT/ID State Line
	P930320545	Junction P7
FAS 242:	S242000000	Junction P1
	S242540002	MT/CA Line
FAS 429:	S429060392	Entering Billings Urban Limits/ Junction U1004
	S429070387	Junction U1002
FAU 1002:	U100200000	Junction S429
	U100202832	Junction U1003
	U100204346	Junction U1015
	U100204689	Junction P53
FAU 1003:	U100300000	Junction U1004
	U100301000	Junction U1002
FAU 1004:	U100400000	Junction S429
	U100402000	Junction U1005
	U100402830	Junction U1003
	U100403090	Junction 15th Street West
	U100404340	Junction U1015
	U100404940	Junction U1017

FAU 1005:	U100500000	Junction U1010
	U100501013	Junction U1008
	U100501512	Junction U1006
	U100502000	Junction U1004
FAU 1006:	U100600000	Junction S429
	U100601990	Junction U1005
	U100603090	Junction North 15th Street West
	U100604335	Junction U1015
	U100604950	Junction U1017
FAU 1008:	U100800000	Junction S429
	U100801998	Junction U1005
	U100803096	Junction U1009
	U100804538	Junction U1020
	U100804759	Junction 7th Street
FAU 1010:	U101000000	Junction S429
	U101002000	Junction U1005
	U101002921	Junction U1020
	U101003092	Junction I90
FAU 1015:	U101500000	Junction U1020
	U101500480	Junction U1006
	U101500960	Junction U1004
	U101501960	Junction U1002
FAU 1017:	U101700000	Junction U1020
	U101700060	Junction U1006
	U101700070	Junction U1030
	U101700330	Junction U1018
	U101700510	Junction U1029
	U101700537	Junction U1004
FAU 1018:	U101800000	Junction U1017
	U101800489	Junction P53
	U101802000	Junction P16
FAU 1020:	U102000000	Junction I90
	U102000158	Junction U1010
	U102002119	Junction U1008
	U102002193	Junction U1015
	U102002921	Junction U1017
	U102003609	Junction P53
	U102004267	Junction North 18th Street
FAU 1029:	U102900000	Junction P16
	U102901582	Junction P53
	U102901982	Junction 1017
FAU 1030:	U103000000	Junction P16
	U103000725	Junction North 18th Street
	U103001374	Junction P53
	U103002020	Junction U1017

FAU 1201:	U120101362	Junction North 19th Avenue (non-existent)
	U120102367	Junction P50
FAU 1207:	U120700000	Junction P50
	U120701224	Junction I90
FAU 1805:	U180500000	Junction P29
	U180500403	Junction U1806
	U180500792	Junction I15, I90
FAU 1806:	U180600000	Junction U1805
	U180600700	Junction P29
FAU 5201:	U520100000	Junction P60
	U520101290	Junction U5210
FAU 5203:	U520300447	Junction U5210
	U520301092	Junction U5206
	U520302431	Junction U5211
FAU 5205:	U520503057	Junction U5211
	U520503486	Junction P10
	U520507537	Junction U5210
	U520508492	Junction P60
FAU 5206:	U520600000	Junction I15
	U520601968	Junction Vaughn Road
	U520603213	Junction U5203
FAU 5208:	U520800000	Junction U5210
	U520800072	Junction U5218
FAU 5210:	U521000000	Junction I15
	U521000216	Junction Vaugh Road
	U521001026	Junction U5201
	U521001270	Junction U5203
	U521001787	Junction U5208
	U521002528	Junction 9th Street North
	U521002938	Junction P10 (South Bound)
	U521003018	Junction P10 (North Bound)
FAU 5211:	U521100000	Junction U5205
	U521100403	Junction U5203
	U521101254	Junction P10
FAU 5218:	U521801797	Junction P10 (North Bound)
	U521801879	Junction P10 (South Bound)
	U521802290	Junction 9th Street North
	U521802943	Junction U5208
FAU 5805:	U580500284	Junction P8
	U580500579	Junction U5812

FAU 5807:	U580700000	Junction U5812
	U580700403	Junction P8
	U580701217	Junction U5809
	U580701823	Junction I15
FAU 5809:	U580900000	Junction P8
	U580900609	Junction U5807
FAU 5812:	U581200000	Junction U5805
	U581200225	Junction U5807
	U581201057	Junction P8
FAU 8103:	U810300154	Junction P7
	U810304520	Junction P71
FAU 8105:	U810500982	Junction P7
	U810503011	Junction P71
FAU 8107:	U810700000	Junction P7
	U810701739	Junction P71
	U810702291	Junction I90
Local 52304:	5230400000	Junction U5210
	5230400820	Junction U5206
Local 52311:	5231100000	Junction 9th Street South (L52384)
	5231100080	Junction U5210
	5231100160	Junction U5218
	5231101010	Junction U5205
Local 52384:	5238400000	Junction 9th Street North (L52311)
	5238400750	Junction P60
Local 10051:	1005100000	Junction U1020
	1005100070	Junction U1030
Local 10096:	1009600000	Junction U1008
	1009600500	Junction U1006
	1009600990	Junction U1004
Local 12999:	1299900000	Junction U1201
(non-existent)	1299900930	Leaving Bozeman Urban Limits
Local 10999:	1099900000	Junction I90, Entering Billings Urban Limits
	1099900640	Junction S429, Leaving Billings Urban Limits

Montana Functional Classification Comparison
Rural Roads
Current System vs. 1992 Reclassification Proposal

Functional Classification	1991 Existing		1992 Proposal	
	Miles	%	Miles	%
Interstate	1,144.084	1.6%	1,136.392	1.67%
Other Principal Arterial	2,101.836	3.0%	2,605.976	3.83%
Total Principal Arterial	3,245.920	4.6%	3,742.368	5.50%
Minor Arterial	3,311.936	4.7%	2,939.207	4.32%
TOTAL ARTERIAL	6,557.856	9.2%	6,681.575	9.82%
Major Collector	6,696.654	9.4%	7,074.482	10.40%
Minor Collector	9,166.770	12.9%	9,032.880	13.28%
Total Collector	15,863.424	22.3%	16,107.362	23.68%
TOTAL CLASSIFIED SYSTEM	22,421.280	31.6%	22,788.937	33.50%
Local Road*	48,602.311	68.4%	45,234.091	66.50%
TOTAL RURAL ROAD MILEAGE	71,023.591	100.0%	68,023.028	100.0%

* Proposed local road mileage is obtained by subtracting classified system mileage from total mileage

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
BEAVERHEAD - 01	1	Y	23.10	
	3	Y	13.50	
	5	Y	15.70	
	122	Y	1.20	
	202	Y	56.10	
	204	Y	13.70	
	205	Y	22.80	
	206	Y	9.40	
	280	N	2.00	
	300	Y	12.00	
	302	Y	56.80	
	309	N	13.60	
	316	N	5.10	
	318	Y	1.70	
	801	N	8.20	
BIGHORN - 02	1	Y	8.50	
	2	Y	12.80	
	12	N	0.30	
	46	Y	12.90	
	47	N	10.00	
	103	Y	28.80	
	201	Y	19.20	
	302	Y	7.80	
	303	Y	3.70	
	313	N	11.40	
BLAINE - 03	1	Y	36.10	
	2	N	25.10	
	103	Y	6.50	
	104	Y	11.10	
	200	Y	55.00	
	202	N	22.10	
	203	Y	24.70	
	205	Y	4.70	
	242	Y	7.20	
	300	Y	14.10	
	301	Y	15.00	
	302	N	2.20	
	345	Y	23.30	
	346	Y	3.50	
	350	Y	8.50	
BROADWATER - 04	1	Y	5.60	
	2	Y	12.20	
	3	Y	16.40	
	4	Y	8.50	
	5	N	3.60	
	200	Y	12.50	
	201	Y	3.40	
	202	N	3.50	
	400	Y	4.80	
	401	N	5.60	
	402	Y	8.10	
	403	Y	2.30	
	404	N	0.50	
CARBON - 05	3	Y	10.00	
	4	Y	4.50	
	5	Y	5.80	
	6	Y	8.40	
	7	Y	14.20	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	8	N	6.90	
	9	Y	3.10	
	102	Y	15.40	
	103	Y	7.40	
	303	Y	30.10	
	304	Y	28.70	
	305	Y	3.10	
	306	Y	4.30	
	307	Y	0.60	
	308	Y	0.80	
	309	Y	1.70	
	310	Y	1.40	
CARTER - 06	FAS270	Y	21.50	537
	1	Y	25.50	
	3	Y	10.00	
	4	N	27.00	
	5	Y	40.00	
	49	Y	0.60	
	100	Y	33.70	
	101	N	15.80	
	103	Y	18.80	
	137	Y	0.70	
CASCADE - 07	11	Y	2.90	
	18	N	3.90	
	25	N	7.40	
	66	N	5.00	
	70	Y	4.00	
	77	N	1.60	
	78	Y	1.80	
	84	Y	6.60	
	89	N	0.70	
	91	N	3.00	
	92	Y	11.70	
	98	N	2.80	
	223	Y	3.50	
	224	Y	18.00	
	225	Y	1.30	
	227	Y	1.80	
	228	N	3.20	
	233	Y	19.80	
	303	N	4.00	
	306	N	2.40	
	320	N	2.10	
	321	Y	12.70	
	322	N	13.20	
	331	Y	3.80	
	340	Y	22.50	
	405	N	5.50	
	406	Y	5.80	
	408	N	6.00	
	421	N	10.40	
	428	Y	18.70	
	501	Y	8.30	
	502	Y	3.20	
	523	N	9.00	
	543	Y	2.60	
	546	Y	1.40	
	556	Y	18.60	
	569	Y	21.60	
	700	Y	0.80	
	869	N	2.80	
	875	Y	2.30	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	876	Y	2.60	
	877	Y	0.40	
CHOTEAU - 08	3	Y	32.10	
	4	Y	24.40	
	5	Y	6.00	
	100	Y	26.30	
	101	Y	7.90	
	103	Y	2.10	
	200	N	14.10	
	201	Y	32.20	
	203	Y	17.70	
	204	Y	1.50	
	303	N	11.50	
	304	Y	11.80	
	305	Y	18.00	
	306	Y	28.60	
	401	N	16.30	
	402	N	30.30	
	430	Y	6.90	
	460	Y	17.00	
	463	N	1.20	
	464	N	0.90	
	465	Y	3.30	
	500	Y	15.90	
	502	N	10.20	
	503	N	9.40	
	535	N	1.50	
	537	Y	6.00	
	600	Y	22.60	
	964	Y	1.80	
CUSTER - 09	1	Y	19.10	
	26	Y	0.30	
	36	Y	1.20	
	52	Y	0.40	
	201	Y	32.50	
	202	Y	24.60	
	204	Y	10.90	
	206	Y	18.50	
	208	N	7.80	
	302	Y	22.40	
	303	Y	15.30	
	306	Y	10.20	
DANIELS - 10	2	N	4.00	
	3	N	19.00	
	4	Y	22.00	
	6	N	1.00	
	201	N	8.00	
	202	Y	9.90	
	400	N	3.00	
	401	Y	9.10	
	402	N	10.00	
	404	N	4.50	
	405	Y	8.70	
	406	Y	7.50	
	407	N	10.20	
	408	Y	7.20	
	409	Y	6.60	
	462	N	3.00	
DAWSON - 11	FAU5008	Y	1.11	3,728
	2	Y	26.90	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	3	Y	11.40	
	29	Y	0.40	
	102	Y	1.10	
	103	Y	14.10	
	104	Y	3.30	
	106	N	2.10	
	107	Y	0.90	
	109	Y	21.20	
	122	Y	2.10	
	401	N	9.10	
	403	Y	27.10	
	404	N	14.70	
	405	Y	1.20	
	424	Y	7.90	
	425	N	1.10	
	426	Y	3.70	
	432	N	1.00	
	501	Y	13.60	
	513	Y	18.10	
	539	Y	6.00	
	603	N	4.10	
DEERLODGE - 12	2	Y	2.00	
	5	Y	3.20	
	13	Y	0.30	
	69	Y	1.30	
	100	Y	2.60	
	102	N	4.40	
	103	N	6.40	
	105	Y	1.40	
	106	Y	11.80	
	107	Y	2.40	
	120	Y	0.20	
	127	Y	2.50	
	146	Y	4.30	
	148	N	4.00	
	158	Y	2.00	
	165	Y	0.70	
FALLON - 13	4	Y	8.00	
	5	Y	11.10	
	101	Y	30.90	
	102	Y	12.10	
	103	Y	8.00	
	104	N	4.80	
	107	N	6.20	
	109	N	2.10	
	126	N	10.50	
FERGUS - 14	6	N	19.50	
	101	Y	16.80	
	102	Y	35.10	
	202	Y	25.40	
	203	N	16.20	
	204	Y	32.60	
	210	N	8.00	
	246	Y	5.50	
	301	Y	21.70	
	302	Y	11.50	
	303	Y	11.20	
	304	Y	16.10	
	305	Y	8.70	
	306	Y	3.10	
	307	Y	1.80	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	308	N	0.30	
	309	Y	11.30	
	310	Y	8.40	
	311	Y	1.50	
	314	Y	4.90	
	332	N	2.40	
	337	N	1.00	
	351	Y	5.90	
	352	N	2.00	
FLATHEAD - 15	FAS 486	N	21.27	1,351
	1	Y	10.60	
	3	Y	8.90	
	4	Y	7.80	
	5	N	8.60	
	11	Y	4.30	
	17	N	0.50	
	18	N	1.00	
	25	Y	0.80	
	33	N	0.70	
	200	N	6.30	
	201	N	4.70	
	202	N	11.60	
	204	N	1.60	
	206	N	1.30	
	208	Y	1.00	
	210	N	0.60	
	211	N	2.60	
	212	Y	1.00	
	300	Y	1.60	
	302	Y	0.80	
	402	N	54.80	
	425	Y	0.80	
	426	N	1.60	
	427	Y	5.20	
	502	Y	7.10	
	516	Y	57.70	
	624	Y	6.50	
	626	N	23.00	
	627	N	0.50	
	628	N	2.00	
	649	N	3.80	
	653	N	6.10	
	800	N	1.10	
	801	Y	7.00	
	802	N	14.10	
	803	N	19.60	
	804	Y	2.70	
	805	Y	12.60	
	883	Y	6.80	
GALLATIN - 16	2	Y	15.70	
	3	Y	4.80	
	4	Y	4.20	
	5	Y	3.80	
	6	Y	5.10	
	26	N	1.60	
	27	Y	1.20	
	33	Y	10.50	
	187	Y	7.60	
	239	Y	6.10	
	400	Y	8.30	
	401	N	0.50	
	402	Y	3.50	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	403	N	3.30	
	404	Y	2.10	
	600	N	3.00	
	601	N	3.60	
	627	Y	2.40	
	701	Y	5.50	
	702	Y	1.00	
	703	Y	6.80	
	704	Y	13.90	
	705	N	2.00	
	706	N	1.50	
	712	N	2.00	
	718	Y	2.50	
	741	Y	2.30	
	756	N	2.00	
	838	N	4.00	
GARFIELD - 17	4	Y	27.50	
	5	Y	30.10	
	6	Y	20.10	
	7	Y	20.50	
	8	Y	19.90	
	9	Y	21.50	
	11	Y	11.30	
	13	N	5.50	
	14	N	16.40	
GLACIER - 18	1	Y	12.80	
	2	N	10.50	
	101	Y	11.20	
	205	N	6.70	
	207	Y	13.20	
	400	Y	25.00	
GOLDEN VALLEY - 19	1	Y	30.50	
	3	Y	8.10	
	4	Y	8.60	
	7	Y	6.00	
	200	Y	12.90	
	201	N	20.90	
	202	Y	10.20	
	203	N	20.10	
	204	Y	6.90	
	205	Y	3.40	
	233	Y	6.60	
	256	Y	0.80	
GRANITE - 20	3	Y	7.70	
	4	Y	3.60	
	5	N	10.20	
	7	N	8.60	
	34	Y	0.50	
	58	N	1.30	
HILL - 21	1	N	8.90	
	2	N	9.00	
	3	N	6.00	
	6	Y	15.40	
	7	Y	5.00	
	8	Y	16.00	
	9	Y	21.00	
	10	N	3.00	
	14	N	9.70	
	85	N	6.00	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	95	Y	4.50	
	121	N	3.00	
	122	N	4.00	
	146	N	1.10	
	157	Y	4.00	
	300	N	4.20	
	301	Y	15.50	
	302	Y	8.00	
	304	N	7.00	
	305	N	7.90	
	306	Y	13.00	
	307	N	1.00	
	344	Y	2.00	
	401	N	2.40	
	402	N	14.00	
	403	N	17.30	
	404	Y	17.00	
	405	N	17.00	
	407	N	2.00	
	409	Y	3.90	
	410	Y	1.50	
	411	Y	6.00	
	412	Y	0.40	
	428	Y	5.50	
	429	N	2.00	
	431	Y	3.20	
	432	N	5.00	
	435	N	1.00	
	446	Y	6.00	
	458	Y	5.20	
	459	Y	3.00	
	482	N	1.00	
	501	Y	1.00	
	600	N	10.10	
	603	Y	8.50	
	604	N	7.70	
	605	N	13.70	
	606	Y	4.40	
	608	Y	1.90	
JEFFERSON - 22	FAS 549	N	2.00	1,011
	1	Y	10.00	
	6	Y	8.80	
	10	Y	16.00	
	170	N	7.80	
	202	N	10.40	
	203	Y	8.10	
	216	N	2.00	
	302	Y	12.00	
	858	Y	10.00	
	926	Y	2.70	
JUDITH BASIN - 23	1	N	25.10	
	2	Y	1.00	
	4	Y	5.00	
	5	Y	4.20	
	101	N	16.00	
	201	Y	24.40	
	202	Y	23.70	
	203	Y	14.60	
	204	Y	9.70	
	205	Y	2.10	
LAKE - 24	1	N	6.60	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	2	Y	11.40	
	3	N	1.60	
	4	Y	6.60	
	13	N	3.00	
	14	Y	2.00	
	15	Y	2.20	
	30	N	1.50	
	47	N	2.00	
	90	Y	2.40	
	200	Y	7.00	
	202	Y	15.60	
	204	Y	3.80	
	215	Y	3.60	
	238	Y	4.00	
	269	N	1.90	
	274	Y	2.00	
	310	Y	5.40	
	329	Y	1.80	
	332	N	2.40	
	400	Y	11.10	
	401	N	3.00	
	402	Y	8.60	
	404	Y	3.00	
	405	N	5.30	
	406	N	8.80	
	407	Y	3.00	
	429	N	0.30	
	430	Y	1.80	
	440	Y	5.00	
	450	N	2.00	
	466	N	3.00	
	478	Y	1.30	
	480	N	0.70	
	481	N	0.50	
	483	Y	3.50	
	606	Y	4.00	
	607	N	3.50	
	624	N	0.50	
	625	Y	3.00	
LEWIS & CLARK - 25	FAS216	Y	6.12	1,734
	2	N	0.90	
	5	Y	13.20	
	7	Y	5.70	
	8	Y	1.70	
	31	Y	1.30	
	49	Y	3.50	
	101	N	6.90	
	102	Y	6.90	
	103	N	7.80	
	104	Y	3.90	
	200	N	3.00	
	212	N	2.40	
	213	N	1.00	
	295	N	1.20	
	301	Y	10.80	
	401	Y	53.60	
	402	Y	16.50	
	428	Y	2.80	
	500	Y	23.40	
	534	N	8.00	
	600	Y	2.10	
	601	Y	2.90	
	602	N	0.40	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	604	Y	10.00	
	605	Y	3.60	
	606	N	8.40	
	646	N	1.90	
	647	N	1.90	
	655	N	1.00	
	658	Y	1.70	
LIBERTY - 26	2	Y	12.50	
	3	Y	22.00	
	40	Y	8.20	
	101	Y	19.00	
	200	Y	27.10	
	202	Y	27.50	
	203	Y	7.30	
	226	N	1.00	
	232	Y	1.00	
LINCOLN - 27	5	Y	6.00	
	6	Y	5.30	
	201	N	15.60	
	202	Y	10.80	
	203	N	11.30	
	204	N	13.70	
	205	Y	4.70	
	206	Y	7.50	
	207	Y	11.20	
	208	Y	3.50	
	304	N	5.60	
	400	N	5.10	
	401	N	11.50	
	402	Y	5.90	
	414	Y	3.40	
MCCONE - 28	1	Y	12.10	
	2	Y	5.70	
	202	Y	29.20	
	204	Y	12.60	
	205	Y	29.40	
	206	Y	36.90	
	506	Y	15.30	
	507	Y	21.40	
MADISON - 29	FAS549	N	10.50	1,135
	1	Y	11.80	
	2	N	8.60	
	100	N	1.00	
	101	Y	20.00	
	102	Y	12.90	
	103	Y	15.80	
	104	Y	2.30	
	106	Y	3.70	
	107	Y	23.50	
	108	Y	19.20	
	201	Y	13.90	
	202	N	2.80	
	203	Y	15.70	
	204	N	5.30	
	213	Y	5.50	
	221	Y	0.80	
MEAGHER -30	1	Y	31.78	
	11	Y	8.68	
	13	Y	4.80	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	19	N	17.50	
	66	Y	12.77	
	107	N	13.34	
	122	N	5.10	
	124	Y	4.66	
	130	Y	5.54	
	131	N	3.07	
	132	Y	7.64	
	876	Y	4.05	
MINERAL - 31	3	N	13.90	
	6	Y	14.50	
	100	Y	15.00	
	169	Y	4.80	
	170	N	4.70	
	179	N	15.40	
	301	Y	27.00	
MISSOULA - 32	FAS 507	N	0.45	229
	3	Y	24.60	
	100	Y	17.90	
	104	N	8.80	
	273	Y	2.80	
	400	Y	23.30	
	401	Y	5.30	
	403	N	2.10	
	406	N	10.90	
	433	Y	5.80	
MUSSELSHELL - 33	3	N	5.70	
	4	Y	18.20	
	5	N	12.80	
	6	Y	5.20	
	7	Y	17.80	
	8	N	6.40	
	103	Y	16.00	
	104	N	6.30	
	105	Y	14.80	
	106	Y	17.50	
	107	Y	5.50	
	108	N	2.50	
	109	Y	2.20	
	110	Y	9.90	
	111	N	3.10	
	114	Y	2.00	
	127	N	3.80	
PARK - 34	1	Y	15.00	
	2	N	5.00	
	3	Y	5.00	
	4	Y	10.80	
	5	Y	9.90	
	7	Y	7.40	
	8	N	6.70	
	9	Y	5.40	
	10	N	12.00	
	201	N	5.00	
	202	Y	6.30	
	203	Y	2.60	
	204	N	11.30	
	205	Y	3.50	
	206	Y	1.20	
	207	Y	5.90	
	209	N	3.80	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	300	Y	12.50	
	301	Y	11.40	
	304	N	13.50	
	305	Y	4.00	
PETROLEUM - 35	2	Y	4.35	
	3	N	13.30	
	7	N	4.70	
	8	Y	2.50	
	11	N	6.20	
	24	Y	3.00	
	39	Y	1.10	
	102	N	14.60	
	104	N	2.80	
	105	Y	4.40	
	107	Y	4.40	
	108	Y	14.70	
	111	N	10.00	
PHILLIPS - 36	1	Y	59.40	
	2	Y	16.50	
	103	Y	20.70	
	104	Y	15.50	
	105	Y	6.30	
	106	Y	3.90	
	107	Y	7.10	
	109	Y	7.50	
	201	Y	21.00	
	202	Y	4.30	
	203	Y	45.00	
	204	Y	30.40	
	205	N	13.20	
	206	Y	11.90	
	207	N	37.50	
	208	N	5.60	
	302	N	34.40	
	303	Y	8.10	
PONDERA - 37	1	N	11.30	
	2	Y	11.00	
	3	Y	11.20	
	4	Y	10.40	
	5	N	12.30	
	10	N	3.00	
	29	N	2.00	
	33	Y	3.00	
	37	Y	9.20	
	41	N	5.00	
	100	Y	6.00	
	101	N	13.70	
	115	Y	1.00	
	200	Y	9.30	
	201	N	9.90	
	302	N	6.40	
	303	N	0.60	
	304	Y	3.90	
	306	Y	3.00	
	308	Y	8.00	
	313	N	19.00	
	314	N	8.40	
POWDER RIVER - 38	1	Y	30.30	
	200	Y	18.10	
	400	Y	3.40	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	401	Y	0.20	
	600	Y	6.70	
	601	N	3.00	
	602	N	39.60	
	603	Y	16.50	
	604	Y	11.60	
	605	Y	18.10	
	606	N	16.20	
	616	Y	2.60	
POWELL - 39	2	Y	5.40	
	3	Y	9.10	
	4	N	4.30	
	5	N	8.50	
	7	N	4.90	
	102	Y	11.50	
	103	N	7.00	
	105	Y	7.90	
	193	Y	12.90	
	208	Y	0.80	
	248	N	3.80	
	249	Y	3.80	
PRAIRIE - 40	1	Y	27.00	
	2	Y	16.20	
	3	N	20.40	
	102	N	8.90	
	105	Y	25.40	
	106	Y	8.10	
	107	Y	3.10	
	108	Y	5.50	
	114	N	1.60	
RAVALLI - 41	1	N	2.50	
	2	N	0.70	
	4	N	0.40	
	5	Y	2.00	
	6	N	6.30	
	7	N	0.60	
	8	N	3.30	
	9	Y	2.50	
	11	Y	1.80	
	12	N	0.20	
	13	Y	1.20	
	14	N	0.30	
	30	Y	1.00	
	47	Y	1.30	
	50	Y	1.50	
	53	N	3.60	
	75	N	1.60	
	81	Y	1.50	
	88	N	0.90	
	89	Y	2.20	
	90	N	1.30	
	99	Y	1.80	
	152	Y	2.90	
	153	N	0.70	
	156	N	4.60	
	301	N	3.90	
	302	N	7.70	
	303	N	1.70	
	304	N	4.10	
	305	N	2.40	
	307	Y	0.50	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	308	Y	4.20	
	309	N	4.50	
	310	Y	5.50	
	311	N	1.40	
	312	N	1.10	
	313	Y	8.10	
	314	N	2.50	
	315	Y	2.30	
	316	Y	2.80	
	317	Y	5.60	
	318	Y	3.30	
	319	Y	8.00	
	320	Y	2.80	
	346	N	1.10	
	349	Y	2.30	
	360	N	3.90	
	367	Y	5.20	
	380	Y	1.80	
	389	Y	1.00	
	395	N	2.50	
	396	Y	0.80	
	402	N	1.70	
	434	N	2.40	
	438	Y	1.00	
	463	N	2.60	
	464	N	1.50	
	499	Y	0.50	
	500	N	1.30	
	511	Y	1.60	
	600	N	5.60	
	619	N	0.70	
	620	N	8.00	
	701	N	8.20	
	702	N	3.90	
	703	N	2.50	
	704	N	2.80	
	711	Y	0.40	
RICHLAND - 42	3	Y	13.90	
	6	N	8.50	
	8	N	1.40	
	12	Y	10.30	
	25	Y	4.40	
	35	N	1.10	
	38	Y	8.30	
	40	Y	4.00	
	201	Y	14.10	
	202	Y	10.40	
	301	Y	6.00	
	302	Y	1.70	
	308	Y	1.10	
	402	N	7.00	
	403	N	16.80	
	409	Y	8.00	
	423	Y	4.10	
	424	N	2.00	
	426	N	2.40	
	427	Y	1.00	
ROOSEVELT - 43	2	Y	8.60	
	3	Y	7.50	
	4	Y	4.40	
	202	Y	32.60	
	203	Y	16.00	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VM T AADT (FAS only)
	204	Y	11.00	
	205	Y	6.80	
	206	Y	6.70	
	207	Y	6.20	
	208	Y	6.30	
	380	Y	15.40	
	401	Y	16.50	
	402	Y	10.10	
	403	N	4.20	
	601	Y	17.10	
	602	Y	17.00	
	603	Y	5.30	
	639	N	6.20	
ROSEBUD - 44	1	Y	10.10	
	2	N	4.50	
	100	Y	12.20	
	101	N	5.30	
	102	Y	19.60	
	103	Y	18.50	
	104	Y	4.30	
	105	N	28.00	
	106	N	1.30	
	107	Y	2.00	
	108	N	8.20	
	201	N	8.30	
	202	N	25.30	
	203	N	10.40	
	205	Y	17.10	
	300	Y	8.80	
	400	N	13.20	
	401	Y	17.50	
	402	N	8.90	
	501	Y	13.30	
	502	Y	7.20	
	503	Y	17.00	
SANDERS - 45	1	Y	35.60	
	2	N	15.60	
	4	Y	5.00	
	101	Y	23.20	
	102	N	20.10	
	124	Y	10.00	
	128	N	0.40	
	151	Y	0.70	
	301	Y	13.90	
	304	Y	7.70	
	306	Y	7.20	
	308	N	7.00	
SHERIDAN - 46	1	Y	18.60	
	101	Y	33.90	
	102	Y	12.10	
	103	Y	8.40	
	104	Y	6.30	
	201	Y	14.80	
	202	Y	27.70	
	203	Y	13.00	
	204	Y	7.00	
	403	Y	9.70	
	404	Y	12.20	
	405	Y	15.50	
	406	Y	11.40	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VT AADT (FAS only)
	433	Y	0.80	
	497	Y	8.75	
SILVER BOW - 47	100	N	1.00	
	193	Y	0.40	
	200	Y	8.70	
	201	Y	4.00	
	210	Y	2.20	
	235	N	2.70	
	528	N	6.70	
STILLWATER - 48	4	Y	5.10	
	5	Y	6.30	
	6	Y	10.80	
	7	Y	10.80	
	8	Y	19.10	
	9	Y	10.00	
	10	Y	11.60	
	28	N	1.00	
	201	N	4.80	
	202	Y	10.50	
	203	N	2.40	
	204	Y	4.00	
	205	N	2.40	
	206	Y	13.30	
	207	Y	8.50	
	208	N	9.00	
SWEETGRASS - 49	FAS478	N	5.50	688
	1	Y	8.10	
	3	Y	14.70	
	4	Y	9.80	
	5	Y	5.50	
	6	Y	22.30	
	7	N	8.20	
	8	Y	15.60	
	9	N	3.00	
	10	Y	9.30	
	16	N	10.20	
	17	Y	5.00	
	103	Y	9.10	
	104	N	15.40	
	116	N	3.50	
	118	N	5.70	
TETON - 50	2	Y	21.40	
	3	Y	15.60	
	4	N	5.00	
	5	N	9.00	
	6	N	2.00	
	8	Y	9.00	
	9	Y	9.50	
	10	Y	8.50	
	11	Y	7.00	
	17	Y	5.00	
	84	Y	4.00	
	90	Y	5.00	
	94	N	1.30	
	96	N	1.50	
	98	Y	2.50	
	201	N	14.50	
	202	N	17.90	
	206	N	17.00	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
	207	N	11.50	
	301	N	21.50	
	302	Y	11.00	
	303	Y	17.70	
TOOLE - 51	2	N	13.10	
	3	Y	12.70	
	5	Y	14.80	
	100	Y	22.30	
	102	N	9.00	
	104	N	13.00	
	105	Y	7.00	
	106	Y	10.70	
	107	Y	12.90	
	111	N	7.00	
	201	Y	17.40	
	306	N	1.00	
TREASURE - 52	3	Y	20.20	
	4	Y	15.50	
	5	Y	11.90	
	6	Y	9.20	
	7	Y	10.40	
VALLEY - 53	2	N	1.00	
	3	Y	11.20	
	4	N	9.10	
	5	Y	16.40	
	7	N	8.00	
	201	N	30.60	
	202	Y	6.60	
	402	Y	83.90	
	403	Y	13.20	
WHEATLAND - 54	1	N	7.40	
	2	N	16.20	
	3	Y	15.50	
	4	Y	14.80	
	5	Y	10.80	
	6	N	7.50	
	8	Y	4.00	
	9	Y	3.10	
	10	N	1.00	
WIBAUX - 55	1	N	5.50	
	2	N	1.00	
	3	N	2.00	
	4	N	2.00	
	5	N	1.10	
	6	N	1.10	
	7	N	2.00	
	12	N	5.00	
	25	N	0.80	
	31	Y	2.30	
	32	Y	1.30	
	101	Y	20.50	
	102	Y	7.30	
	200	Y	7.40	
	201	N	5.70	
	202	N	7.60	
	203	N	6.10	
	205	N	0.40	

MINOR COLLECTORS - RURAL ROUTE MILEAGE
(FAS & NON-FAS) (BY COUNTY)

revised 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE	VMT AADT (FAS only)
YELLOWSTONE - 56	1	Y	11.00	
	2	N	1.90	
	3	N	3.20	
	4	N	7.80	
	12	Y	5.60	
	16	N	1.00	
	109	Y	1.80	
	116	N	0.20	
	117	Y	2.80	
	124	Y	7.50	
	302	Y	21.50	
	303	Y	7.00	
	304	Y	16.90	
	501	Y	16.70	
	502	N	8.50	
	503	Y	6.80	
	504	Y	3.00	
	505	Y	4.40	
	506	N	5.60	
	507	N	2.00	
	508	Y	3.60	
	531	Y	4.40	
	584	Y	2.40	
	596	Y	1.00	
	601	Y	2.90	
	700	N	6.80	
	701	Y	21.30	
	702	N	10.50	
	703	N	2.00	
	704	Y	11.70	
	726	Y	7.20	
	741	Y	2.30	
	749	N	2.20	
	751	N	6.00	
	752	N	2.70	
	753	Y	5.00	
	788	N	4.00	
	791	N	14.20	
	900	Y	14.90	
	901	Y	2.50	
TOTAL			9,041.28	10,413

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE
BEAVERHEAD - 01	2	Y	43.60
	201	Y	6.90
	309	N	9.10
	311	Y	22.50
BIGHORN - 02	47	N	0.70
	100	Y	4.80
	200	Y	10.30
	202	N	28.50
	225	N	3.80
	240	N	11.40
	272	Y	0.60
	300	Y	3.40
	301	Y	6.40
	313	N	10.90
	324	Y	0.30
	327	N	43.00
BLAINE - 03	3	N	1.90
	102	Y	11.00
	201	Y	11.00
	302	N	2.20
	477	Y	1.00
BROADWATER - 04	NO NON-FAS		
CARBON - 05	1	Y	10.00
	2	Y	23.50
	101	Y	7.50
	301	Y	10.40
	302	Y	14.80
CARTER - 06	101	N	15.20
	122	Y	3.70
CASCADE - 07	6	Y	5.10
	403	N	1.00
	418	N	6.50
	530	Y	10.20
	548	Y	2.10
	561	Y	5.40
	604	N	9.00
	611	Y	7.90
CHOTEAU - 08	1	N	17.30
	2	N	15.00
	300	Y	15.80
	301	N	12.90
	302	N	12.50
	303	N	5.70
	400	Y	7.50
	501	Y	12.60
CUSTER - 09	3	Y	9.10
	203	Y	29.10
	214	Y	3.50
	257	Y	0.20
	301	Y	55.83
	304	Y	8.30
	305	Y	10.80
DANIELS - 10	200	Y	29.50
	403	Y	6.00

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE
DAWSON - 11	FAU 5002	N	0.40
	FAU 5003	Y	0.35
	FAU 5004	Y	0.97
	FAU 5010	N	0.43
	100	Y	4.40
	101	N	2.70
	400	Y	18.00
	401	N	6.60
	500	Y	3.90
DEERLODGE - 12	1	Y	22.20
FALLON - 13	1	Y	18.20
	2	Y	11.20
	3	Y	22.00
FERGUS - 14	1	Y	34.50
	201	Y	19.80
	365	Y	3.20
FLATHEAD - 15	2	Y	9.50
	200	N	1.00
	401	Y	12.00
	489	Y	11.90
	504	N	3.30
	854	N	7.10
	858	Y	17.80
GALLATIN - 16	1	Y	4.20
	55	Y	1.60
	60	Y	2.30
	410	Y	2.40
	433	N	2.10
	436	Y	3.00
	565	N	3.40
	700	Y	2.00
	725	Y	7.60
	838	N	14.1
GARFIELD - 17	NO NON-FAS		
GLACIER - 18	100	Y	22.40
	201	Y	13.80
	202	Y	12.40
	203	Y	11.7
	204	Y	7.30
	206	Y	13.30
GOLDEN VALLEY - 19	260	Y	1.00
GRANITE - 20	1	Y	28.10
	2	Y	49.40
	6	N	1.50
	8	N	4.50
	9	N	8.60
	13	Y	2.90
	21	N	5.40
	31	N	2.80
	126	Y	0.40
HILL - 21	2	N	4.00
	4	N	24.30
	5	Y	25.00
	123	Y	2.00

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE
	400	Y	9.00
	416	Y	2.50
	600	N	10.70
	601	Y	13.40
	602	Y	21.70
	612	Y	1.20
	662	Y	1.40
JEFFERSON - 22	202	N	3.90
	249	Y	12.60
	250	Y	8.20
	401	Y	25.00
	503	Y	3.20
	524	Y	1.90
	925	Y	9.80
JUDITH BASIN - 23	1	N	10.00
LAKE - 24	1	N	2.90
	3	N	4.50
	201	Y	2.80
LEWIS & CLARK - 25	1	Y	2.00
	3	N	15.00
	9	Y	3.90
	34	Y	2.00
	67	Y	0.60
	100	Y	4.70
	300	Y	11.30
	400	Y	15.20
	602	N	11.20
	603	Y	0.80
LIBERTY - 26	1	Y	10.00
	100	Y	5.00
LINCOLN - 27	1	Y	83.70
	2	Y	0.40
	200	Y	53.30
	201	N	10.70
	300	Y	0.70
McCONE -28	201	N	8.00
	207	Y	12.80
MADISON - 29	NO NON-FAS		
MEAGHER - 30	NO NON-FAS		
MINERAL - 31	1	Y	21.90
	5	Y	13.20
	70	Y	15.20
MISSOULA - 32	1	Y	2.60
	2	N	4.40
	101	N	9.70
	103	Y	4.90
	104	N	0.40
	115	N	1.70
	116	Y	2.90
	158	Y	1.30
	167	Y	12.30
	200	Y	2.60
	425	Y	8.50

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE
MUSSELSHELL - 33	1	N	17.00
	2	N	2.70
	101	Y	27.80
	102	Y	6.50
PARK - 34	200	Y	9.50
	201	N	0.80
	208	Y	3.20
	372	Y	1.50
PETROLEUM - 35	101	Y	23.75
PHILLIPS - 36	101	Y	8.40
	102	Y	8.50
	301	N	5.50
PONDERA - 37	147	N	8.00
	300	Y	1.20
	301	N	6.80
	302	N	8.90
	303	N	1.00
	307	Y	13.00
POWDER RIVER - 38	2	Y	18.70
	201	Y	34.40
	202	Y	28.20
	203	Y	2.40
	601	N	7.50
	602	N	10.70
	606	N	23.50
	665	Y	7.00
POWELL - 39	1	Y	7.80
	8	N	1.60
	10	N	2.20
	11	N	3.50
	104	Y	17.90
PRAIRIE - 40	101	Y	7.70
	102	N	0.40
	103	Y	8.70
	104	Y	18.00
RAVALLI - 41	7	N	4.80
	62	Y	1.00
	90	N	2.50
	160	Y	2.40
	376	Y	26.20
	404	Y	2.40
	600	N	2.40
	601	N	12.90
	602	Y	9.30
	700	Y	1.30
	701	N	6.90
RICHLAND - 42	1	Y	27.00
	2	Y	14.80
	4	Y	12.10
	75	Y	1.70
ROOSEVELT - 43	1	Y	3.90
	201	Y	7.20
	403	N	4.10

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY NO.	LOCAL ROAD #	ALL	MILEAGE
	404	Y	4.10
	411	N	3.10
ROSEBUD - 44	200	Y	13.80
	201	N	8.10
	204	Y	0.60
	303	N	2.00
	311	Y	15.50
	500	Y	22.80
SANDERS - 45	2	N	3.80
	3	Y	19.40
	305	Y	19.10
	337	N	1.00
	346	Y	1.00
SHERIDAN - 46	363	Y	6.00
	401	Y	22.10
	402	Y	26.60
	442	Y	0.50
SILVER BOW - 47	109	Y	2.50
STILLWATER - 48	1	Y	31.50
	2	Y	12.70
	3	Y	2.50
	200	Y	12.80
	201	N	14.00
SWEETGRASS - 49	2	Y	16.90
	9	N	12.50
	14	Y	10.70
	100	Y	5.90
	101	Y	2.00
	102	Y	12.00
TETON - 50	88	Y	23.40
	188	Y	2.50
TOOLE - 51	1	N	9.50
	2	N	5.20
	154	N	0.30
TREASURE - 52	1	Y	2.00
	2	Y	10.40
VALLEY - 53	1	Y	20.80
	4	N	7.00
	6	Y	14.60
	23	Y	24.20
	201	N	8.10
	218	Y	2.10
	239	N	3.70
	401	N	5.60
	411	Y	3.00
WHEATLAND - 54	NO NON-FAS		
WIBAUX - 55	100	Y	8.60
YELLOWSTONE - 56	FAU1001	N	0.30
	FAU1028	N	1.50
	156	Y	1.30
	271	Y	6.20

MAJOR COLLECTORS - RURAL ROUTE MILEAGE
(NON-FAS) (BY COUNTY)

rev 12/01/93

COUNTY
NO.

LOCAL
ROAD #

ALL

MILEAGE

300	Y	20.70
301	Y	4.40
507	N	3.90
530	Y	4.60
700	N	4.80
787	Y	4.20
788	N	25.50
791	N	8.60

TOTAL

2669.43

BILLINGS - Proposed Urban Functional Classification Mileages

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AA DT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 90	I-90	W urban limit interchange	I-90	E urban limit	12.479		162110
FAI 94	I-94			E urban limit	0.848		4341
	Total Interstate				13.327		166451
Principal Arterial -							
FAP 16	Hwy 87/Main St.	N urban limit		Lockwood interchange	4.859		113932
FAP 53	Hwy 3/27th St.	NW urban limit		interchange	5.992		57537
FAS 429	Shiloh Rd.	NW urban limits	U1004	Rimrock Rd.	0.993		4608
FAU 1002	Rimrock Rd.	Shiloh	S-429	N. 27th St.	4.689		35367
FAU 1003	17th St. W.	Grand	U1004	Rimrock	1.000		9737
FAU 1004	Grand Ave.	W urban limits	S-429	Division	4.940		64422
FAU 1005	24th St. W. Ave.	King Av. W.	U1010	Grand	2.000		38160
FAU 1006	Broadwater Ave.	W urban limit	S-429	Division	4.950		51700
FAU 1008	Central Ave.	W urban limits	S-429	7th St. W.	4.759		44640
FAU 1010	King Av. W.	W urban limits	S-429	S. Frontage Rd.	3.139		39145
FAU 1015	5th St. W./Virginia Ln.	Montana	U1020	Rimrock	1.960		8589
FAU 1017	Division St.	Division	U1017	Grand	0.537		6126
FAU 1018	4th Av. N.	interchange	I-90	Main St.	2.000		23413
FAU 1020	Laurel Rd/Montana Av/N 18th St	Division	U1017	1st Av. N.	4.337		78319
FAU 1029	6th Av. N.	Division	U1017	Main St.	1.982		22466
FAU 1030	1st Av. N.	SW urb lim/interchange	I-90	Main St.	2.020		24099
	Shiloh Rd.	Central	U1008	W urban limits	0.640	13370	8557 (1
	15th St. W.			Grand	0.990	7609	7533
	Total Principal Arterial				51.787		638350
Minor Arterial -							
FAS 302	Rimrock Rd.	Shiloh	S-429	W urban limit	0.783		2920
FAU 1001	Zimmerman Tr./Arlene St.	Poly Dr.	U1010	N urban limit	0.990		3520
FAU 1009	King Av./Daniel St./Regal	King Av. W.	U1010	Central Ave.	1.441		6518
FAU 1011	S Frontage Rd.	King Av. W.	U1010	S urban limit	1.652		5352
FAU 1012	Wicks Ln.	Governors Blvd	U1027	Bitterroot Dr.	2.973		15175
FAU 1013	Billings Blvd.	Underpass Ave.	U1025	S urban limit	1.680		9312
FAU 1014	Airport Rd.	Hwy 3	P-53	Main St.	2.897		23808
FAU 1016	Poly Dr./Grandview Blvd.	Arlene St.	U1020	N 27th St	4.581		24242
FAU 1021	N 30th St	Montana	U1020	Poly Dr.	1.240		5306
FAU 1022	1st Av S/Minnesota/N 13th St	Laurel Rd.	U1020	4th Ave N	3.403		34301
FAU 1023	Sugar Ave.	King Ave.	U1026	State Ave.	0.714		2383
FAU 1024	State Ave.	1st Ave S	U1022	S. 27th St.	1.500		11097
FAU 1025	Underpass Av./6th St. W.	Laurel Rd.	U1020	Central	0.707		7094
FAU 1026	Parkway Ln./King Av. E.	Laurel Rd.	U1020	Sugar Ave.	3.056		8839
FAU 1027	Gov/Hilltop/Yellowstone/Bitterroot	Wicks Ln.	U1012	Wicks Ln.	4.423		13614
FAU 1028	Hwy 87 E.	Lockwood interchange	I-90	E urban limit	1.560		2638
	Hesper Rd.	W urban limit	S-429	Gabel Rd.	0.486	680	330
	Gabel Rd.	Shiloh interchange		24th St. W.	2.330	3978	9269
	32nd St. W.	Gabel Rd.		Broadwater	2.220	4513	10019 *
	Old Hardin Rd./Johnson Ln.	Hwy. 87 E	U1028	interchange	2.133	4584	9778 *
	Alkali Creek Rd.	Senators' Blvd.		Main St.	2.207	4790	10572
	Senators Blvd.	Alkali Cr Rd		Governors Blvd	0.500	5434	2717 *

BILLINGS - Proposed Urban Functional Classification Mileages

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage (non-F.A.)	AADT (non-F.A.)	Avg. Daily VMT
Total Minor Arterial							
Collector -	Jackson St.	King	State	U1026	1.000	2553	
FAU 1019	Johnson Ln.	Old Hardin Rd.	SE urban limit	U1024	0.533	771	
FAU 1028	Riverside	King	State	U1024	1.000	893 *	
	Orchard	King	State	U1024	1.000	2635	
	S. Frontage Rd./Sugar Av.	Billings Blvd.	King	U1026	2.312	1270	
	Mullowney Ln.	interchange	S urban limit		0.610	4060	**
	Hesper Rd.	Gabel Rd.	32nd St. W.		0.477	2705	
	32nd St. W.	Hesper Rd.	Gabel Rd.		0.202	1199	*
	Monad Rd.	W urban limit	Moore Ln.		3.706	4392	
	Moore Ln.	Laurel Rd.	Central Ave.	U1008	0.520	5664	
	Lewis Ave.	24th St. W.	Division	U1017	2.980	5195	*
	Colton Blvd.	Rehberg Ln.	17th St. W.	U1003	1.520	2374	
	Parkhill Dr.	17th St. W.	N 32nd St		1.872	3669	*
	11th Ave N	N 32nd St	N 27th St	P-53	0.358	2672	
	Rehberg Ln.	Grand	Rimrock	U1002	0.990	4458	*
	24th St. W.	Grand	Colton		0.505	6427	
	19th St. W.	Grand	Monad		1.495	5266	*
	S 20th St W	Monad	King	U1010	0.514	8650	
	13th St. W.	Lewis	Rimrock	U1002	1.229	6020	*
	8th St. W.	Central	Parkhill		1.394	5890	*
	Alkali Creek Rd.	NW urban limit	Senators' Blvd.		0.900	838	
	Nutter Blvd	Hilltop Rd.	Wicks Ln.	U1012	1.180	2578	*
	St. Andrews	Wicks Ln.	Hills Dr. loop		0.404	1928	*
	Lake Elmo Dr.	Main St.	Pemberton Ln.		2.760	3928	*
	Pemberton Ln.	Lake Elmo Dr.	Main St.	P-16	0.349	2301	
	Bench Blvd.	Main St.	Main St.	P-16	3.073	2215	*
	Mary St.	Bench Blvd.	Bitterroot Dr.		0.980	1086	*
	Bitterroot Dr.	Mary St.	Wicks Ln.	U1012	1.010	1288	
	N Frontage Rd.	Lockwood interchange	Johnson Ln.	U1028	2.680	1532	*
	Old Hardin Rd.	Johnson Ln.	E urban limit		2.418	2276	*
	Piccolo Ln.	Hwy 87 E.	Old Hardin Rd.		0.390	707	*
	Coburn Rd.	Hwy 87 E.	SE urban limit		0.154	494	
	Becraft/Noblewood Dr.	Old Hardin Rd.	Old Hardin Rd.		1.573	2877	*
	N. 32nd St.	6th	Montana Ave		0.420	8945	*
Total Collector					42.508	139156	

Note: AADT from 1991 data unless noted
* 1990 AADT data ** 1989 AADT data

(1 Average AADT used - no traffic count data available

GREAT FALLS - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 15	I-15	SW urban limit interchange	I-15	NW urban limit end of section	6.662		41369
FAI 315	I-315				0.826		8358
Total Interstate							
					7.488		49727
Principal Arterial -							
FAP 10	14th/15th St.	10th Ave S	P-60	N urban limit	4.792		31351
FAP 60	10th Ave S		I-315	E urban limit	5.351		145066
FAU 5201	6th St SW	10th Av S	P-60	Central Ave	1.283		17037
FAU 5203	3rd St NW/Smelter Av	Central Ave	U5210	10th St N	1.979		35239
FAU 5205	57th St./River Dr.	10th Av. S.	P-60	10th St. N.	5.435		40615
FAU 5206	NW Bypass	interchange	I-15	3rd St NW	3.213		28663
FAU 5208	Park Dr.	2nd Av. N.	U5218	1st Av. N.	0.072		239
FAU 5210	Central Av./1st Av. N.	interchange	I-15	15th St.	3.018		42362
FAU 5211	10th St N	River Dr	U5205	15th St N	1.254		7800
FAU 5218	2nd Av. N.	1st St N	U5208	15th St.	1.146		7848
	Vaughn Rd	NW Bypass	U5206	Central Av	0.820	3263	2676 *
	9th St	10th Av S	P-60	River Dr	1.760	7823	13768 *
Total Principal Arterial							
					30.123		372664
Minor Arterial -							
FAS 226	Lower River Dr.	Central Av	U5207	S urban limit	2.190		2790
FAS 459	13th St. S.	6th St SW	U5215	Lower River Dr.	1.920		2563
FAU 5201	6th St NW	10th St N.	U5210	Smelter Ave	1.133		6581
FAU 5203	4th Av SW/Railroad St	10th St. N.	U5201	Central Ave	0.443		1001
FAU 5204	Smelter Av.	10th St. N.	U5211	15th St. N.	0.376	4403	1656 *
FAU 5204	N. River Rd.	10th St N	U5211	15th St. N.	0.402	6004	2414 *
FAU 5205	River Dr	10th St N	U5211	10th Av S	3.057		11660
FAU 5207	Lower River Dr	10th Av S	P-60	old u.l. south	2.367		4710
FAU 5208	Park Dr	2nd Av N	U5218	6th St N	0.626		2150
FAU 5209	6th St.	10th Av S	P-60	2nd Av. N.	0.912		3590
FAU 5209	6th St. N.	8th Av. N.	U5216	River Dr.	0.121		180
FAU 5210	1st Av. N.	15th St.	P-10	57th St.	3.157		19773
FAU 5212	Airport Rd	interchange	I-15	GF Int'l Airport loop	0.658		1474
FAU 5213	15th St. N./Bootlegger Tr.	10th St N	P-10	N urban limit	0.126		229
FAU 5215	13th St S	10th Av S	P-60	old u.l. south	2.000		7182
FAU 5216	8th Av. N.	25th St. N.	U5217	26th St. N.	0.083		298
FAU 5217	25th St.	10th Av S	P-60	River Dr	1.597		8135
FAU 5218	2nd Av. N.	15th St.	P-10	37th St.	1.797		10175
FAU 5219	38th St	10th Av S	P-60	River Dr	1.880		9964
FAU 5220	Fox Farm Rd	10th Av S	P-60	S urban limit	2.570		12044
FAU 5224	5th St.	10th Av S	P-60	2nd Av. N.	0.915		3565
FAU 5226	26th St.	24th Av S	P-60	8th Av N	2.351		9789 *
	NW Bypass/Vaughn Rd.	interchange	I-15	W urban limit	0.078	2432	190
	Smelter Av.	6th St NW		3rd St NW	1.000	6036	6036 *
	2nd St S	10th Av S	P-60	1st Av S	0.721	6197	4468
	1st/2nd Av. S. couplet	1st St S		15th St S	2.470	3111	7684 *
	3rd Av S	River Dr	U5205	2nd St S	0.157	3950	620 (1
	1st St S	2nd Av S		1st Av N	0.150	7948	1192

GREAT FALLS - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction)	to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
24th Av S		13th St S	U5215	26th St S		1.000	835	835
Total Minor Arterial								
Collector -								
FAU 5202	25th Av. N	8th St. NE		17th St. N		0.707		1618 (2
FAU 5204	Smelter Av.	15th St. N.	P-10	23rd St N.		0.501	2427	1216
FAU 5209	6th St. N.	6th Av. N.	U5218	8th Av. N.	U5216	0.454		598
FAU 5216	8th Av. N	6th St. N.	U5209	25th St. N	U5217	1.552		6318
FAU 5221	Giant Springs Rd/River Dr	River Dr.	U5205	57th St. N	U5205	4.683		9388
FAU 5223	Central/20th/5th/14th/10th/Crescent	interchange	I-15	6th St. SW	U5201	2.210		1442
FAU 5224	5th St. N.	2nd Av. N.	U5218	Park Dr.	U5208	0.280		680
FAU 5225	14th St. SW/Park Garden Rd.	13th Av. SW		Park Garden Ln.		2.038		2837
	Central Ave. W	W urban limit		20th St. SW	U5223	1.830	1713	3135 ****
	34th St. NW	NW Bypass	U5206	Central Ave. W		0.720	736	530 *
	Sun River Rd./13th Av.	W urban limit		14th St. SW	U5225	1.691	1000	1691 *
	Dick Rd.	Flood Rd.		Fox Farm Rd.	U5220	0.643	1588	1021 (1
	E River St/2nd St S/40th Av	River Dr.	U5205	13th St. S	U5215	2.978	1577	4696 *
	Wilson Butte Rd.	Lower River Dr.	S-226	S urban limit		0.533	1588	846 (1
	4th St. S/17th Av. S	10th Av. S	P-60	13th St. S	U5215	1.215	1947	2366 *
	13th Av. S.	4th St. S.		20th St. S.		1.289	2824	3640 *
	20th St. S.	4th Av. S.		16th Av. S.		0.874	3620	3164 *
	7th St. S	10th Av. S	P-60	13th Av. S		0.251	1588	399 (1
	9th St. S	10th Av. S	P-60	17th Av. S		0.462	4624	2136 *
	32nd St. S/11th Av./33rd St. S	2nd Av. N	U5218	17th Av. S		1.553	3105	4822 ****
	39th St. S.	10th Av. S.	P-60	17th Av. S.		0.730	1588	1159 (1
	3rd Av S	38th St S	U5219	57th St S	U5205	1.210	2246	2718 *
	46th St. S	2nd Av. N	U5210	3rd Av. S		0.380	1357	516 *
	2nd Av. N	57th St.	U5205	E. Base Rd.		0.520	12426	6462
	Central Av.	Park Dr.		46th St.		3.660	6608	24185 ***
	8th Av. N.	26th St. N	U5226	38th St. N		0.990	2948	2919 *
	7th Av. N.	38th St. N.	U5219	52nd St. N.		0.940	1655	1556 *
	8th St NE/36th Av NE	Smelter Av.	U5203	Boottlegger Tr.	U5213	1.500	2584	3876 *
	Riverview Dr.	5th St. NE		8th St. NE		1.320	457	603
	6th St. NE	Smelter Av.	U5203	Riverview Dr.		0.480	4500	2160
	Division Rd.	3rd St. NW	U5203	Riverview Dr.		0.917	2763	2534 ****
	9th St. NW/Smelter Av.	Central Av.	U5210	6th St. NW		1.260	8295	10452 *
	6th St. NW	Smelter Av.		N urban limit		1.050	330	347 *
	Watson Coulee Rd.	Vaughn Rd.		NW by Pass	U5206	0.240		2700 (1
Total Collector								
						41.661		112028

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

Note: AADT from 1991 data unless noted

** 1990 AADT data

*** 1988 AADT data

** 1989 AADT data

**** 1987 or 1986 AADT data

MISSOULA - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AAIT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 90	I-90	NW urban limit	E urban limit		8.036		83155
Total Interstate							
					8.036		83155
Principal Arterial -							
FAP 7	Brooks/5th St/6th St/Madison	W urban limit	Broadway	P-71	5.249		90054
FAP 71	Reserve/Broadway/Van Buren	Reserve interchange	Van Buren interchange	I-90	4.606		64759
FAU 8103	Reserve St.	Brooks St.	Broadway	P-71	4.366		69083
FAU 8105	Russell St.	Brooks St.	Broadway	P-71	2.029		35658
FAU 8107	Stephens Av./Orange St.	Brooks St.	Orange interchange	I-90	2.291		38213
Total Principal Arterial							
					18.541		297767
Minor Arterial -							
FAS 263	Mullan Rd.	Reserve St.	W urban limit		0.790		2250
FAU 8101	Clements Rd.	South Av.	S. 3rd St.	U8102	1.250		2662
FAU 8102	S. 3rd St.	Clements Rd.	Orange St.	U8107	3.680		19739
FAU 8103	Reserve St.	39th St.	Brooks St.	P-7	0.154		1070
FAU 8105	Russell St.	39th St.	Brooks St.	P-7	0.982		11265
FAU 8112	E. Broadway/Deer Cr. Rd.	Van Buren St.	E urban limit	S-533	3.210		21726
FAU 8113	N. Higgins Av.	S. 5th St.	Broadway	P-71	0.517		7749
FAU 8114	S. 5th St.	Russell St.	Higgins Av.	P-7	1.005		2875
FAU 8115	Van Buren/Rattlesnake Dr.	Van Buren interchange	Creek Crossing		2.352		11433
FAU 8117	S. Higgins Av.	Brooks St.	SW Higgins Av.	U8122	1.536		17891
FAU 8118	S. 6th St.	Russell St.	Higgins Av.	P-7	0.992		2414
FAU 8120	South Av.	Clements Rd.	Arthur Av.	U8121	4.378		36321
FAU 8121	Arthur Av.	South Av.	S. 6th St.	P-7	1.038		9508
FAU 8122	39th St./SW Higgins Av.	Brooks St.	S. Higgins Av.	U8117	2.396		24040
FAU 8124	Mullan Rd.	Broadway	Reserve St.	U8103	0.880		4664
	E. Broadway	Speedway	E urban limit		0.373	2630	981 *
	W. Broadway	Reserve St.	W urban limit		3.255	10110	32908
Total Minor Arterial							
					28.788		209496
Collector -							
FAS 267	Rattlesnake Dr.	old urban limit	N urban limit		0.636		413
FAU 8106	Toole/Spruce/Madison	W. Broadway	W. Broadway	P-71	1.529		9155
FAU 8108	Main St./Jefferson St.	Orange St.	Front St.	U8110	0.555		2686
FAU 8109	Scott St.	W. Broadway	Stoddard St.	U8104	0.550		1852
FAU 8110	Front St./Van Buren St.	W. Broadway	Broadway	P-71	1.040		3171 (2
FAU 8111	Ryman St.	Front St.	Spruce St.	U8106	0.280		687
FAU 8111	Pattee St.	Front St.	Spruce St.	U8106	0.295		874
FAU 8115	Rattlesnake Dr.	Creek Crossing	old urban limit		1.042		5065
FAU 8116	Mount Av./Hill St.	Russell St.	Higgins Av.	U8117	1.011		5588
FAU 8117	Pattee Canyon Dr.	SW Higgins Av.	SE urban limit	S-533	0.600		1581
FAU 8119	N. Higgins	Broadway	Alder St.	U8111	0.210		1031
FAU 8125	Bancroft	SW Higgins Av.	Brooks St.	P-7	1.229		5749
FAU 8126	Beckwith Av.	Stephens Av.	Higgins Av.	U8117	0.519		843
	Beckwith Av.	Higgins Av.	Arthur Av.	U8121	0.381	470	179
	Mount Av./S. 14th St.	Reserve St.	Russell St.	U8105	1.025	3064	3141 *

revised 12/01/93

MISSOULA - Proposed Urban Functional Classification Mileage

FA Route #	street name(s)	from	(junction)	to	(junction)	estimated mileage	AAOT (non-F.A.)	Avg. Daily VMT
	Speedway Av.	E. Broadway	U8112	Deer Cr. Rd.	U8112	1.076	2958	3183 (1)
	Greenough/Duncan/Creek Crossing	Spruce St.	U8106	Rattlesnake Dr.	U8115	2.608	2335	6090
	Lolo St.	Greenough Dr.		Rattlesnake Dr.	U8115	0.510	1477	753
	N. Russell St./Phillips St.	W. Broadway	P-71	Scott St.	U8109	0.764	3610	2758
	Flynn Ln.	W. Broadway		Mullan Rd.	S-263	1.412	1030	1454 *
	River Rd.	Reserve St.	U8103	Russell St.	U8105	1.025	1710	1753 *
	Curtis St.	River Rd.		S. 3rd St.	U8102	0.822	1040	647 *
	Johnson St.	South Av.	U8120	S. 3rd St.	U8102	1.252	2910	3643
	S. 7th St.	Clements Rd.	U8101	Reserve St.	U8103	1.996	1850	3693 *
	Spurgin Rd.	Clements Rd.	U8101	Reserve St.	U8103	1.995	1403	2799 *
	33rd St./Tower St.	South Av.	U8120	S. 3rd St. W.	U8102	1.299	1430	1858 *
	Hiberta St.	Spurgin Rd.	U8101	S. 3rd St. W.	U8102	0.500	2958	1479 (1)
	South Av/Humble Rd/North Av	Clements		Clements	U8101	1.513	1547	2341 *
	Upper/Lower Miller Cr. Rd.	SW urban limit		Brooks St.	P-7	3.638	1896	6898
	Gharrett Av.	39th St.	U8122	Upper Miller Cr. Rd.		2.616	3367	8808
	23rd Av.	Brooks St.	P-7	55th St.		1.161	4300	4992 *
	55th St./Hillview Wy.	Gharrett Av.		39th St.	U8122	1.813	2257	4092 *
	Paxson St.	Brooks St.		Higgins Av.	U8122	0.481	2958	1423 (1)
	Highpark Wy.	Higgins Av.	P-7	Whitaker Dr.		0.611	12430	7595 *
	Whitaker Dr/Ben Hogan Dr	Pattee Canyon Dr.	U8122	Highland Park Dr.		1.931	2770	5349 *
	Highland Park/Crestline/Takima	Ben Hogan Dr.	U8117	Pattee Canyon Dr.		0.792	1460	1156
	Grant Creek Rd.	Reserve interchange		N urban limit	U8117	2.894	2958	8560 (1)
	Lower Grant Cr. Rd.	Reserve St.	I-90	Raser Dr.		0.925	2130	1970 *
	Raser/Cemetery/Rodgers/Scott	Lower Grant Cr. Rd.	P-71	Stoddard St.	U8104	1.902	2958	5626 (1)
	Proposed airport connection	NW urban limit		Reserve St.	P-71	1.873	2958	5540 (1)
	Total Collector					48.111		136474

Note: AAOT from 1991 data unless noted

* 1990 AAOT data

(1 Average AAOT used - no traffic count data available

ANACONDA - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AAOT (non-F.A.)	Avg. Daily VMT
Interstate -							
Total Interstate							
					0.000		0
Principal Arterial -							
FAP 19	Park Av./Commercial Av.	W urban limit	E urban limit		5.102		30058
Total Principal Arterial							
					5.102		30058
Minor Arterial -							
FAU 0201	Sycamore St.	Park Av.	Pennsylvania Av.	U0202	0.144		126
FAU 0202	Pennsylvania Av.	Sycamore St.	Main St.	U0205	0.835		321
FAU 0204	Fourth St.	Sycamore St.	Park Av.	P-19	2.015		3795
FAU 0205	Main St.	Fourth St.	Pennsylvania Av.	U0202	0.363		1222
	Sycamore St.	Fourth St.	Park Av.	P-19	0.140	4468	626 (1
Total Minor Arterial							
					3.497		6090
Collector -							
FAU 0202	Pennsylvania Av.	Main St.	Cedar St.	U0209	0.250		96
FAU 0202	Linden St./Cable Rd. N.	Park Av.	NW urban limit		0.104		40
FAU 0203	Elm St.	Seventh St.	Commercial Av.	P-19	0.410		212
FAU 0205	Main St.	Seventh St.	Fourth St.	U0204	0.210		532
FAU 0206	Seventh St.	Elm St.	Cedar St.		0.498		310
FAU 0209	Cedar St.	Commercial Av.	Pennsylvania Av.	U0202	0.130		174
	Evergreen St./Stump Town Rd.	Seventh St.	Commercial Av.	P-19	0.420	2087	877 (1
	Fourth St. extension	Park Av.	W urban limit		0.760	2087	1586 (1
		Park Av.	Commercial Av.	P-19	0.060	2087	125 (1
Total Collector							
					2.842		3952

(1 Average AADT used - no traffic count data available

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 90	I-90	NW urban limit	E urban limit		5.226		40606
Total Interstate					5.226		40606
Principal Arterial -							
FAP 50	Main St.	W urban limit	E urban limit	I-90	3.565		52207
FAU 1201	N. 19th Av.	W. Main St.	N of Oak St. interchange		1.005		6411
FAU 1207	N. 7th Av.	W. Main St.		I-90	1.217		26172
	N. 19th Av. (non-exist)	N. 19th Av.	N urban limit		0.930	9423	8763 (1
Total Principal Arterial					6.717		93553
Minor Arterial -							
FAP 86	N. Rouse/Bridger Dr.	E. Main St. interchange	NE urban limit		2.997		14598
FAS 205	N. 7th Av.	N. 7th Av.	N urban limit		0.953		17598
FAS 536	Griffin Dr.	W. Main St.	N. Rouse Av.		0.800		4688
FAU 1201	S. 19th Av.	W. Main St.	SW urban limit	P-86	1.571		10528
FAU 1202	Oak St.	N. 19th Av.	N. 7th Av.	S-345	0.781		515
FAU 1203	S. 11th Av.	W. Main St.	Kagy Blvd.	S-205	1.303		9828
FAU 1204	Durston Rd./Peach St.	W. Rouse Av.	N. 19th Av.	U1212	1.459		13278
FAU 1205	S. 8th Av.	W. Main St.	College St.	U1201	0.544		3558
FAU 1206	Mendenhall St./N. 11th Av.	N. Rouse Av.	W. Main St.	U1210	1.000		6386
FAU 1208	Babcock St./S. Rouse Av.	S. 8th Av.	E. Main St.	P-50	0.860		6160
FAU 1209	Willson Av.	Kagy Blvd.	Mendenhall St.	U1206	1.390		12061
FAU 1210	College St.	W. Main St.	S. 8th Av.	U1205	1.395		9357
FAU 1212	Kagy Blvd.	S. 19th Av.	Highland Blvd.	U1215	2.003		9864
FAU 1215	Highland Blvd.	Kagy Blvd.	E. Main St.	U1215	1.646		5843
	E. Main St.	interchange	E urban limit	P-50	1.525	4468	6814 (1
Total Minor Arterial					20.227		131076
Collector -							
FAU 1201	Baxter Rd.	N. 7th Av.	NW urban limit		1.422		2532 (2
FAU 1208	Babcock St.	W. Main St.	S. 8th Av.		0.985		2278 (2
FAU 1209	Willson Av.	Mendenhall St.	Peach St.	U1205	0.371		1080
FAU 1210	College St.	S. 8th Av.	Willson Av.	U1204	0.447		1668
FAU 1212	Kagy Blvd.	Highland Blvd.	Bozeman Trail Rd.	U1209	1.302		559
FAU 1213	Sourdough Rd.	E. Main St.	Goldenstein		3.161		6823 (2
	Manley Rd.	Griffin Dr.	N urban limit		0.585	2087	1221 (1
	Wallace/L St./Story Mill Rd.	Babcock St.	N urban limit		2.073	2087	4326 (1
	Babcock St.	S. Rouse Av.	Wallace Av.		0.170	2087	355 (1
	Tamarack St.	N. 7th Av.	N. Wallace Av.		0.880	2087	1837 (1
	Peach St/Avocado St/Broadway Av.	N. Rouse Av.	E. Main St.	P-50	0.750	2087	1565 (1
	N. 11th Av.	Mendenhall St.	Peach St.	U1204	0.360	2087	751 (1
	N. 15th Av.	W. Main St.	Durston Rd.	U1204	0.440	2087	918 (1
	Durston Rd.	N. 19th Av.	W urban limit		1.500	2087	3131 (1
	Ferguson Rd.	Durston Rd.	SW urban limit	P-50	1.020	2087	2129 (1
	Babcock St.	W. Main St.	Ferguson Rd.		1.290	2087	2692 (1
	23rd Av. W.	College St.	Babcock St.		0.450	2087	939 (1
	Koch St.	S. 19th Av.	S. 8th Av.	U1201	0.710	2087	1482 (1

BOZEMAN - Proposed Urban Functional Classification Mileage revised 12/01/93

FA Route #	street name(s)	from	(junction)	to	(junction)	estimated mileage	ADT (non-F.A.)	Avg. Daily VMT
	S. 15th Av.	Babcock St.		W. College St.	U1210	0.500	2087	1044 (1)
	S. 8th Av./Harrison St./S. 6th Av.	College St.	U1210	Grant St.		0.550	2087	1148 (1)
	Cleveland St.	S. 6th Av.		S. Willson Av.	U1209	0.310	2087	647 (1)
	S. 7th Av.	Grant St.		Kagy Blvd.	U1212	0.325	2087	678 (1)
	Grant St.	S. 11th Av.	U1203	S. Willson Av.	U1209	0.645	2087	1346 (1)
	Lincoln Rd.	S. 19th Av.	U1201	S. 11th Av.	U1203	0.520	2087	1085 (1)
	Stucky Rd.	S. 19th Av.	U1212	W urban limit		0.770	2087	1607 (1)
	S. 3rd Av./Westridge Dr.	Kagy Blvd.		Goldenstein Ln.		1.980	2087	4132 (1)
	Goldenstein Ln.	Westridge Dr.		Sourdough Rd.		1.320	2087	2755 (1)
	Haggerty Ln.	E. Main St.	P-50	Bozeman Trail Rd.		1.040	2087	2170 (1)
	Bozeman Trail Rd.	Haggerty Ln.		E urban limit		1.780	2087	3715 (1)
	Fort Ellis Rd.	E. Main St. ?		Bozeman Trail Rd.		0.890	2087	1857 (1)
	Total Collector					28.546		58471

(1 Average ADT used - no traffic count data available

(2 Average ADT used for part of total ADVMT

BUTTE - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 15	I-15	W urban limit	I-15	NE urban limit	5.808		45261
FAI 90*	I-90	interchange		SE urban limit	2.194		11959
FAI 115	I-115	W urban limit		end of segment	0.482		1450
Total Interstate*							
					8.484		58670
Principal Arterial -							
FAP 29	Iron/Mt/Park/Galena/Utah/Harrison	interchange	I-115	S urban limit	7.008	S-393	80562
FAU 1805	Montana St.	interchange	I-15/90	Iron St.	0.792	P-29	11989
FAU 1806	Front St.	Montana St.	U1805	Utah Av.	0.700	P-29	5824
Total Principal Arterial							
					8.500		98375
Minor Arterial -							
FAP 29	Highway 2	Harrison Av.	S-393	S urban limit	3.407		4783
FAS 375	Continental Dr.	Mt. Highland	U1809	Highway 2	3.920		3647
FAU 1801	Excelsior/Daly/Main	interchange	I-115	Park St.	3.776	P-29	11664
FAU 1804	Park St.	Excelsior Av.	U1801	Montana St.	0.478	P-29	3800
FAU 1805	Montana/Rowe/Holmes	interchange	I-15/90	Harrison Av.	2.191	P-29	17703
FAU 1807	Park/Shields/Farrell/Continental	interchange	P-29	interchange	5.732	I-90	31669
FAU 1809	Mt. Highland Dr.	Arizona Av.	U1816	Continental Dr.	1.589	U1807	680
FAU 1812	Amherst Av.	Elizabeth Warren	P-29	Continental Dr.	1.000	U1807	5935
FAU 1816	Elizabeth Warren Av.	Harrison Av.	P-29	Continental Dr.	1.399	U1807	5323
	Kaw Av.	Front St.	U1806	Rowe Rd.	1.310	U1805	5853 (1)
Total Minor Arterial							
					24.802		91057
Collector -							
FAU 1804	Park St.	Excelsior Av.	U1801	MT Tech.	0.466		2507
FAU 1808	Irwine/Gaylord/Olympia	Montana St.	U1805	Harrison Av.	1.123	P-29	2038
FAU 1810	Grand Av.	Holmes Av.	P-29	Continental Dr.	1.400	U1807	4427
FAU 1818	Western/4-Mile Vue	Excelsior Av.	U1801	Harrison Av.	1.805	P-29	3494 (2)
	Brown Gulch/Hornet	Excelsior Av.	P-29	NW urban limit	0.400	2087	835 (1)
	Mercury St.	Montana St.	U1801	Shields Av.	0.900	2087	1878 (1)
	Platinum St.	Excelsior Av.	U1801	Utah Av.	0.930	2087	1941 (1)
	Second St.	Montana St.	U1805	Shields Av.	1.220	2087	2546 (1)
	Centennial Av.	W urban limit		Montana St.	1.050	2087	2191 (1)
	Excelsior	interchange	I-115	W urban limit	0.246	2087	513 (1)
	Main St.	Park St.	P-29	Front St.	1.010	2087	2108 (1)
	Cobban St.	Kaw Av.		Lafayette Av.	1.750	2087	3652 (1)
	Oregon Av.	Dewey Blvd.		Irwine St.	1.005	2087	2097 (1)
	Texas Av.	Grand Av.		Farrell St.	0.279	2087	582 (1)
	Adams Av.	Grand Av.		Farrell St.	0.340	2087	710 (1)
	Farragut Av.	Amherst Av.		Grand Av.	0.940	2087	1962 (1)
	Montana/Hanson/Holmes	Rowe Rd.	U1812	Rowe Rd.	1.557	2087	3249 (1)
	Dewey Blvd.	Rowe Rd.	U1805	Harrison Av.	1.130	2087	2358 (1)
	Hill Av.	Holmes Av.	U1805	Dewey Blvd.	0.590	2087	1231 (1)
	Airport Rd.	Harrison Av.	P-29	terminal	0.160	2087	334 (1)
	Whiteway/Sheridan/Lafayette	Elizabeth Warren	U1816	Cobban St.	1.754	2087	3661 (1)
	Blacktail Ln.	Mt. Highland	U1809	Elizabeth Warren	0.820	2087	1711 (1)

BUTTE - Proposed Urban Functional Classification Mileage	revised 12/01/93				
FA Route # street name(s)	from	(junction)	to	(junction)	estimated mileage (non-F.A.) AADT Avg. Daily VMT

Total Collector				20.875	46027
-----------------	--	--	--	--------	-------

* Does not include 4.144 coincident urban miles (I-15 and I-90)
 (1 Average AADT used - no traffic count data available
 (2 Average AADT used for part of total ADVMT

HAYRE - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
Total Interstate					0.000		0
Principal Arterial -							
FAP 1	1st St.	W urban limit	E urban limit		3.672		40191
Total Principal Arterial					3.672		40191
Minor Arterial -							
FAS 234	Beaver Creek Rd.	S urban limit	old S urban limit	U5708	0.389		172
FAU 5701	2nd St.	4th Av. W.	5th Av.	U5708	0.690		2797
FAU 5702	Boulevard Av./4th Av. W.	W. 11th St.	1st St.	P-1	1.162		1891
FAU 5706	3rd Av.	10th St.	1st St.	P-1	0.660		2069
FAU 5707	11th St./10th St.	W urban limit	5th Av.	U5708	1.512		7934 (2
FAU 5708	5th Av.	old S urban limit	1st St.	P-1	1.573		13975
FAU 5710	7th Av. N./River Rd.	1st St.	N urban limit	S-232	0.756		1894
FAU 5712	14th Av./Clear Creek Rd.	1st St.	E urban limit		0.680		873
Total Minor Arterial					7.422		31605
Collector -							
FAU 5702	Boulevard Av.	W. 13th St.	W. 11th St.	U5707	0.246		317
FAU 5703	3rd St.	1st Av.	7th Av.	U5710	0.430		915
FAU 5704	1st Av.	10th St.	1st St.	P-1	0.667		1286 (2
FAU 5705	6th St.	5th Av.	14th Av.	U5712	0.620		863
FAU 5709	13th St.	Boulevard Av.	6th Av.		1.147		4586 (2
FAU 5710	7th Av.	3rd St.	1st St.	P-1	0.150		436
	Shepherd Rd.	River Rd.	N urban limit		0.118	2087	246 (1
	2nd St N/8th Av N/1st St N/10th Av N/4th St N.		1st St. N.		0.810	2087	1690 (1
	West 2nd St.	Boulevard Av.	NW urban limit		1.323	2087	2761 (1
	Homer St.	W. 11th St.	West 2nd St.		0.700	2087	1461 (1
	6th Av.	13th St.	3rd St.	U5703	0.810	2087	1690 (1
	10th St.	5th Av.	6th Av.		0.060	2087	125 (1
	11th St/12th Av/8th St	5th Av.	14th Av.	U5712	0.796	2087	1661 (1
	16th St./9th Av./17th St.	5th Av.	5th Av.	U5708	0.540	2087	1127 (1
Total Collector					8.417		19166

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

HELENA - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction)	to	(junction)	estimated mileage	AAOT (non-F.A.)	Avg. Daily VMT
Interstate -								
FAI 15	I-15	SE urban limit		NE urban limit		5.285		37835
Total Interstate								
						5.285		37835
Principal Arterial -								
FAP 8	Prospect/11th/Montana/Lyndale/Euclid	E urban limit		W urban limit		9.085		117521
FAU 5805	Benton Av.	Neill Av.	U5812	Euclid Av.	P-8	0.295		4115
FAU 5807	Cedar St./Last Chance Gulch	Neill Av.	U5812	Interchange	I-15	1.823		22936
FAU 5809	Montana Av.	Lyndale Av.	P-8	Cedar St.	U5807	0.609		7764
FAU 5812	11th Av./Neill Av.	Montana Av.	P-8	Benton Av.	U5805	1.052		9769
Total Principal Arterial								
						12.864		162105
Minor Arterial -								
FAS 231	Green Meadow Dr.	Custer Av.		NW urban limit		0.500		1107
FAU 5802	Custer Av./York Rd.	Henderson St.	U5802	E urban limit	S-280	3.875		22486
FAU 5805	Park Av.	Cruse Av.	U5815	Neill Av.	U5812	0.784		5725
FAU 5805	Benton Av.	Lyndale Av.	P-8	Custer Av.	U5802	1.254		6532 (2
FAU 5806	Carter Dr.	Airport Rd.		Prospect Av.	P-8	0.634		816
FAU 5807	Washington St.	Interchange	I-15	Custer Av.	U5802	0.938		4568
FAU 5808	11th Av./Colonial Dr.	11th Av.	P-8	Broadway	U5816	0.873		5473
FAU 5809	Montana Av.	Cedar St.	U5807	N urban limit	S-229	4.181		37740
FAU 5810	Henderson St.	Euclid Av.	P-8	Custer Av.	U5802	0.966		4886
FAU 5811	Montana Av.	11th Av.	P-8	Broadway	U5816	0.360		3425
FAU 5814	6th Av.	Montana Av.	U5811	Park Av.	U5805	1.006		4568
FAU 5815	Cruse Av.	Park Av.	U5805	11th Av.	U5812	0.861		1367
FAU 5816	Broadway	Park Av.	U5805	Colonial Dr.	U5808	2.387		10470
FAU 5818	Custer Av./Canyon Ferry Rd.	York Rd.	U5802	E urban limit	S-430	0.697		2327
	Joslyn St./Country Club Av.	Euclid Av.	P-8	NW urban limit		1.300	4468	5808 (1
	Airport Rd.	Washington St.	U5807	Carter Dr.		1.190	4468	5317 (1
	Helena Av.	Last Chance Gulch	U5807	Montana Av.	P-8	0.800	4468	3574 (1
	Last Chance Gulch	6th Av.	U5814	Neill Av.	U5812	0.270	4468	1206 (1
	Lawrence St./Warren St.	Park Av.	U5805	11th Av.	U5812	0.355	4468	1586 (1
	Fee St.	11th Av.	P-8	Prospect Av.	P-8	0.070	4468	313 (1
	Forestvale Rd.	Montana Av.	U5809	NE urban limit	I-15	0.450	4468	2011 (1
Total Minor Arterial								
						23.751		131306
Collector -								
FAU 5801	Williams St.	Euclid Av.	P-8	NW urban limit		1.110		1401
FAU 5804	Skyway Dr.	Washington St.	U5807	terminal loop		0.663		576
FAU 5805	West Main/Orofino Gulch	Cruse Av.	U5815	S urban limit	S-454	0.921		911
FAU 5806	Helena Av.	Montana Av.	U5809	Roberts St.		0.200		206
FAU 5813	Lamborn St.	Boulder Av.	U5806	Broadway	U5816	1.088		2574
FAU 5817	Peosta Av.	Henderson St.	U5810	Benton Av.	U5817	0.630		365
	Sierra Rd.	NW urban limit	S-231	NE urban limit	I-15	1.780	2087	3715 (1
	Forestvale Rd.	W urban limit	S-231	Montana Av.	U5809	1.270	2087	2650 (1
	Mill Rd.	W urban limit	S-231	Montana Av.	U5809	1.210	2087	2525 (1
	McHugh Ln.	Custer Av.	U5802	Sierra Rd.		3.030	2087	6324 (1
	Frontage Rd.	Custer Av.	U5802	NE urban limit		2.190	2087	4571 (1

HELENA - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
	Skyway Ln.	Skyway Dr.	U5804	U5802	0.230	2087	480 (1
	Joslyn St./Brady St./Valley Dr	Country Club Av.	U5807	U5802	1.270	2087	2650 (1
	Villard Av.	North Main St.	U5809		0.860	2087	1795 (1
	Cole St.	Montana Av.			0.355	2087	741 (1
	Harris St.	Phoenix Av.			0.470	2087	981 (1
	Poplar St.	Montana Av.	U5809		0.360	2087	751 (1
	Phoenix Av.	Harris St.			0.185	2087	386 (1
	National Av./Chestnut St	Lyndale Av.	P-8	U5809	0.520	2087	1085 (1
	Boulder Av.	Montana Av.	P-8	U5813	0.540	2087	1127 (1
	Roberts St.	6th Av.			1.060	2087	2212 (1
	Airport Rd.	Carter Dr.			0.355	2087	741 (1
	6th Av.	Montana Av.	U5811		0.250	2087	522 (1
	Sanders St.	11th Av.	P-8		0.860	2087	1795 (1
	Montana Av.	Broadway	U5816		0.240	2087	501 (1
	California St.	11th Av.	U5808		0.870	2087	1816 (1
	Colonial Dr.	Broadway	U5816		0.057	2087	119 (1
	Winne Av.	Montana Av.			1.450	2087	3026 (1
	Oakes St.	Winne Av.			0.400	2087	835 (1
	Belt View Dr.	Oakes St.			0.860	2087	1795 (1
	Saddle Dr.	Winne Av.			0.635	2087	1325 (1
	Virginia Dale	Sanders St.			0.370	2087	772 (1
	Gold Rush Av.	Belt View Dr.			1.170	2087	2442 (1
	Rodney St.	State St.		P-8	1.200	2087	2504 (1
	Cutler St./State St.	Cruise Av.	U5815		0.270	2087	563 (1
	Davis St./Dry Gulch	Broadway	U5816		0.940	2087	1962 (1
	Hauser Blvd.	Granite Av.		U5805	1.700	2087	3548 (1
	Granite Av.	Euclid Av.	P-8		0.300	2087	626 (1
	Joslyn St.	Euclid Av.	P-8		0.240	2087	501 (1
	Henderson St.	Euclid Av.	P-8		0.240	2087	501 (1
	Total Collector				32.349		63920

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

KALISPELL - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
Total Interstate					0.000		0
Principal Arterial -							
FAP 1	Idaho St./LaSalle Rd.	W urban limit	N urban limit		5.112		151144
FAP 5	Main St./Sunset Blvd.	S urban limit	N urban limit		4.954		73732
FAP 52	E. Idaho St.	E urban limit	LaSalle Rd.	P-1	0.377		5783
Total Principal Arterial					10.443		230659
Minor Arterial -							
FAS 424	Three Mile Dr.	W urban limit	old urban limit	U6706	0.500		720
FAS 503	Airport Rd.	S urban limit	Sunset Blvd.	U6730	0.953		1256
FAU 6701	Meridian Rd.	SW urban limit	Meridian Rd.	P-5	2.380		17443
FAU 6706	Three Mile Dr.		Meridian Rd.	U6701	0.443		1980
FAU 6714	Center St.		Woodland Av.	U6726	1.211		6787
FAU 6715	Conrad Dr.		Woodland Park	U6729	0.273		1460
FAU 6718	11th St.		4th Av. E.	U6725	0.636		1261
FAU 6721	5th Ave. W.		W. Idaho St.	P-1	0.999		6213
FAU 6724	3rd Av. E.		11th St. E.	U6718	1.003		3332
FAU 6725	4th Av. E.		11th St. E.	U6718	1.004		2194
FAU 6726	Woodland Av.		E urban limit	S-317	1.301		3324
FAU 6728	Whitefish Stage Rd./7th Av. EN		N urban limit	S-548	2.570		12027
FAU 6729	Woodland Park		E. Idaho St.	P-1	0.416		1998
FAU 6730	Airport Rd/18th St E/1st Av W	old urban limit	11th St. W.	U6718	0.454		1974 (2
	W. Evergreen Dr.	Whitefish Stage	LaSalle Rd.	P-1	1.467	4468	6555 (1
	7th St. W.	Meridian Rd.	5th Ave. W.	U6721	0.573	4468	2560 (1
Total Minor Arterial					16.183		71084
Collector -							
FAU 6702	Two Mile Dr.	W urban limit	Meridian Rd.	U6701	1.220		2382
FAU 6703	Northridge Dr./Northern Lights Blvd.	Sunset Blvd.	Three Mile Dr.	U6706	0.783		1125
FAU 6704	Grandview Dr./Sunnyview Ln.	Sunset Blvd.	Sunset Blvd.	P-5	1.525		2274
FAU 6708	E. Reserve Dr.	LaSalle Rd.	Helena Flats Rd.	U6712	0.998		1659
FAU 6710	E. Evergreen Dr.	LaSalle Rd.	Helena Flats Rd.	U6712	1.025		1998
FAU 6712	Helena Flats Rd.	SE urban limit	E. Reserve Dr.	U6708	1.131		2872
FAU 6715	Conrad Dr.	Woodland Park	E urban limit	S-317	0.592		1746
FAU 6716	2nd St.	Meridian Rd.	Woodland Av.	U6726	1.280		4561
FAU 6718	4th St.	5th Av. W.	1st Av. E.	U6723	0.425		725
FAU 6719	11th St.	7th Av. W.	5th Av. W.	U6721	0.135		296
FAU 6720	11th St./Park Pl.	4th Av. E.	Woodland Av.	U6726	0.395		665
FAU 6721	E. Oregon St.	Main St.	7th Av. EN	U6728	0.482		760
FAU 6722	7th Av. W.	W. Idaho St.	W. Center St.	U6714	0.759		1285
FAU 6723	5th Ave. W.	W. Idaho St.	W. Wyoming St.	U6718	0.354		565
FAU 6724	1st Av. E.	Main St.	11th St. W.	P-1	0.756		5807
FAU 6724	3rd Av. EN	E. Idaho St.	E. Idaho St.	P-1	1.221		5000
FAU 6724	3rd Av. E.	11th St. E.	E. Oregon St.	U6719	0.134		211
FAU 6725	4th Av. EN	E. Idaho St.	Main St.	P-5	0.779		1523
			E. Oregon St.	U6719	0.142		146

KALISPELL - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
FAU 6725	4th Av. E./14th St. E.	11th St. E.	3rd Av. E.	U6724	0.273		191
FAU 6730	Airport Rd.	18th St. E.	Main St.	P-5	0.341		934
	Apple Way	W urban limit	Meridian Rd.	U6701	0.252	2087	526 (1
	W. Wyoming St.	Meridian Rd.	Sunset Blvd.	P-5	0.506	2087	1056 (1
	Montana St.	5th Av. W.	3rd Av. E.	U6724	0.565	2087	1179 (1
	Kelly Rd.	Main St.	E urban limit	S-317	0.585	2087	1221 (1
Total Collector					16.658		40707

(1 Average AADI used - no traffic count data available

(2 Average AADI used for part of total ADVMT

LAUREL - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 90	I-90	SW urban limit	SE urban limit		3.243		32734
Total Interstate							
					3.243		32734
Principal Arterial -							
FAP 4	Hwy. 310/1st Av./Main St.	S urban limit	E urban limit		3.966		21674
Total Principal Arterial							
					3.966		21674
Minor Arterial -							
FAU 6901	1st Av./Laurel N. Rd.	Main St.	N urban limit	S-532	1.910		6050
FAU 6904	Main St.	W urban limit	1st Av.	P-4	1.511		4139
	conn. to W Laurel interchange	Main St.	interchange	I-90	0.158	4468	706 (1
Total Minor Arterial							
					3.579		10895
Collector -							
FAU 6902	Shay Rd./Railroad St.	SW urban limit	1st Av.	P-4	2.015		1453
FAU 6903	E. Railroad St./Shannon Rd.	1st Av.	E urban limit		2.903		1511
FAU 6905	8th Av.	Main St.	12th St.	U6907	1.008		2069
FAU 6906	Maryland Ln./Yard Office Rd.	8th Av.	Main St.	P-4	2.253		1469
FAU 6907	12th St.	8th Av.	1st Av.	U6901	0.500		892
FAU 6908	Laurel Airport Rd.	1st Av.	NE urban limit		0.797		677
	6th St./Juniper Av.	8th Av.	Main St.	P-4	1.600	2087	3339 (1
Total Collector							
					11.076		11410

(1 Average AADT used - no traffic count data available

LEWISTOWN - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
Total Interstate							
					0.000		0
Principal Arterial -							
FAP 43	Kendall Rd.	Main St.	P-57	N urban limit			3422
FAP 57	Main St.	W urban limit		E urban limit	0.682		13265
FAP 75	Sixth Av.	W urban limit		Kendall Rd.	2.877		3748
					1.479	P-43	
Total Principal Arterial							
					5.038		20435
Minor Arterial -							
FAS 237	4th St.	old N urban limit	U7101	N urban limit	0.868		164
FAU 7101	4th St.	Sixth Av.	P-75	old N urban limit	0.240		319
FAU 7103	Airport Rd./Birch St.	Main St.	P-57	Casino Cr. Dr.	0.810	S-237	3457 (2
FAU 7105	7th Av./1st St.	Main St.	P-57	Sixth Av.	0.710	U7112	1135
FAU 7107	5th Av.	Main St.	P-57	Brassey St.	0.350	P-75	944
FAU 7108	Brassey St.	5th Av.	U7107	1st Av.	0.270	U7108	386
FAU 7111	1st Av.	Main St.	P-57	E urban limit	0.360	U7111	1396
FAU 7112	Casino Creek Dr.	Shields St.	U7114	Walnut St.	0.340	S-238	1047
FAU 7114	Brassey St./Casino Cr. Dr.	5th Av.	U7107	Shields St.	0.230	U7110	524
					4.178	U7112	9372
Total Minor Arterial							
Collector -							
FAU 7103	Entrance St./Airport Rd.	Boulevard St.	U7104	Lewistown Municipal Airpo	1.271		746
FAU 7104	Boulevard St./Elm St.	Entrance St.	U7103	Main St.	1.400	P-57	2149
FAU 7106	Spring St.	Airport Rd.		5th Av.	0.644	U7107	190
FAU 7107	5th Av./Cook St./6th Av.	Brassey St.	U7108	Walnut St.	0.701	U7110	1491 (2
FAU 7109	4th Av.	Sixth Av.	P-75	Main St.	0.500	P-57	818
FAU 7110	Walnut St.	Casino Cr. Rd.	U7112	E urban limit	0.610	S-238	749
FAU 7112	Casino Creek Rd.	Walnut St.	U7110	S urban limit	1.070		611
FAU 7113	Wendell Av./C St.	Main St.	P-57	Entrance St.	0.361	U7103	261
	14th Av.	Main St.	P-57	Spring St.	0.194	U7106	405 (1
	10th Av.	Main St.	P-57	Spring St.	0.193	U7106	403 (1
Total Collector							
					6.944		7823

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

LIVINGSTON - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
FAI 90	I-90	SW urban limit	SE urban limit		1.697		10425
Total Interstate							
					1.697		10425
Principal Arterial -							
FAP 11	Hwy. 89/Park St.	S urban limit	NE urban limit		4.073		29340
Total Principal Arterial							
					4.073		29340
Minor Arterial -							
FAU 7405	Eastside Rd.	Gallatin St.	Park St.	P-11	0.359		639
FAU 7406	Main/Chinook/C/Gallatin St.	Park St.	Eastside Rd.	U7405	1.480		3476
FAU 7408	W. Park St.	W urban limit	Park St.	P-11	0.747		1889
FAU 7409	Main St.	Park St.	Geyser St.	U7410	0.349		1200
FAU 7410	Geyser St.	Park St.	Main St.	U7409	0.930		1479
Total Minor Arterial							
					3.865		8683
Collector -							
FAU 7401	7th St.	Montana St.	Front St.	U7404	0.248		543
FAU 7402	Montana/2nd/Gallatin/Yellowstone	Star Rd.	Front St.	U7404	1.387		738
FAU 7403	5th St.	Front St.	Geyser St.	U7410	0.418		1095 (2
FAU 7404	Star Rd./Front St.	W urban limit	Main St.	U7406	1.570		1642
FAU 7406	Garnier St.	Eastside Rd.	N urban limit		0.745		685
FAU 7407	Rogers Ln/Elkhorn Ln/Walnut St.	Park St.	Park St.	P-11	0.859		429
FAU 7409	Main St./H St.	Geyser St.	Park St.	P-11	1.126		1476
FAU 7410	Geyser St.	Main St.	H St.	U7409	0.490		558
FAU 7411	B St.	Park St.	Geyser St.	U7410	0.353		674
FAU 7412	9th St./River Dr.	Geyser St.	Main St.	U7409	0.785		730
FAU 7413	Guthrie Ln./Miller Dr./Loves Ln.	Park St.	Park St.	P-11	1.236		410
FAU 7414	Billman Creek Ln.	Miller Dr.	Park St.	P-11	0.286		208
	Crawford St.	Park St.	9th St.		0.388	2087	810 (1
	Lewis St.	H St.	FAP 11	U7412	1.079	2310	2492
Total Collector							
					10.970		12490

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

MILES CITY - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-f.a.)	Avg. Daily VMT
Interstate -							
FAI 94	1-94	SW urban limit	E urban limit		2.052		6234
Total Interstate							
					2.052		6234
Principal Arterial -							
FAP 2	Main St./Valley Dr. E.	SW urban limit	NE urban limit		3.914		15595
FAP 18*	7th St.	NW urban limit	Main St.	P-2	0.980		3897
FAP 23	Main St./Haynes Av.	Valley Dr. E.	S urban limit*		2.631		14230
Total Principal Arterial							
					7.525		33722
Minor Arterial -							
FAU 8001	Washington St./Leighton Blvd.	7th St.	Haynes Av.	U8008	1.418		5186
FAU 8004	Montana Av.	Main St.	Leighton Blvd.	U8001	0.230		1051
FAU 8006	Strevell Av.	Leighton Blvd	Wilson St.	U8001	1.010		1557
FAU 8008	Haynes Av.	Main St.	Valley Dr. E.	P-2	1.030		1610
	Valley Dr. E.?	Valley Dr. E.	NW urban limit		0.028	4468	125 (1
Total Minor Arterial							
					3.716		9529
Collector -							
FAU 8001	Washington St.	5th St.	7th St.	P-18	0.130		88
FAU 8002	5th St.	Washington St.	Pacific Av.		0.511		692 (2
FAU 8003	Pleasant St.	5th St.	Montana Av.	U8004	0.470		1045
FAU 8004	Montana Av.	Bridge St.	Main St.	P-2	0.070		96
FAU 8004	Montana Av.	Leighton Blvd.	Jackson St.		0.810		3047
FAU 8005	Bridge St.	5th St.	Montana Av.	U8004	0.410		1660
FAU 8006	Strevell Ave.	Wilson St.	S. Urban Limits		1.414		898
FAU 8007	10th St./Pearl St.	Pleasant St.	Strevell Av.	U8006	0.772		2006
FAU 8009	8th St./Stower St.	Pleasant St.	Strevell Av.	U8006	0.960		3219
FAU 8011	Comstock St.	Strevell Av.	Haynes Av.	P-23	0.510		1065
	Tatro St./Milwaukee St.	N. 7th St.	Montana Av.	U8004	0.606	2087	1265 (1
	Robinson/Merriam/Edgewood	Montana Av.	NE urban limit		1.313	2087	2740 (1
	Pacific Av.	Main St.	8th St.	U8009	0.837	2087	1747 (1
	7th St.	Main St.	Pacific Av.		0.149	2087	311 (1
	Center Av.	Main St.	Stower St.	U8009	0.386	2087	806 (1
	Leighton Blvd.	Haynes Av.	E urban limit		0.500	2087	1044 (1
	Wilson St.	Strevell Av.	Haynes Av.	P-23	0.494	2087	1031 (1
Total Collector							
					10.342		22759

* Pending FHWA approval of Highway 59 as rural principal arterial

(1 Average AADT used - no traffic count data available

(2 Average AADT used for part of total ADVMT

SIDNEY - Proposed Urban Functional Classification Mileage

revised 12/01/93

FA Route #	street name(s)	from	(junction) to	(junction)	estimated mileage	AADT (non-F.A.)	Avg. Daily VMT
Interstate -							
Total Interstate					0.000		0
Principal Arterial -							
FAP 20	Central Av.	S urban limit NW urban limit	N urban limit Central Av.	P-20	2.559		17195
FAP 62	Holly St.				2.620		10846
Total Principal Arterial					5.179		28041
Minor Arterial -							
FAU 10402	14th St. SE	Central Av. Central Av. 14th St. SE Central Av.	9th Av. SE Holly St. Holly St. 9th Av. NE	P-20 P-20 U10402 P-20	0.658		2585
FAU 10405	Lincoln Av.				0.746		2052
FAU 10407	9th Av. SE & SW				1.088		2380
FAU 10408	Holly St.				0.595		1232
Total Minor Arterial					3.087		8249
Collector -							
FAU 10401	Airport Rd.	Holly St. Holly St. Lincoln Av. Holly St. Central Av. Holly St. Holly St. 9th Av. NE 14th St. SW Central Av. 14th St. SE	Sidney/Richland Municipal Lincoln Av. 9th Av. SE N urban limit 9th Av. NE Central Av. Bitterroot Dr. sugar beet factory drive 5th St. SW 14th Av. SW S urban limit	P-62 P-62 U10405 P-62 P-20 P-62 P-62 U10407 P-20 U10402	0.464		125
FAU 10403	12th Av. SW & NW/5th St. SW				0.747		738
FAU 10404	5th St. SW & SE				0.757		448
FAU 10405	Lincoln Av.				0.819		1654
FAU 10406	E. Main St.				0.568		1286
FAU 10409	2nd St. NW				0.327		1539
	22nd Av. NW				0.685		1430 (1
	Holly St. ?				0.321	2087	2087
	9th Av. SW				0.664	2087	670 (1
	14th St. SW				0.428	2087	1386 (1
	County Road 350				0.510	2087	893 (1
						2087	1064 (1
Total Collector					6.290		11233

(1 Average AADT used - no traffic count data available

